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The Daily Press.

HONGKONG, DECEMBER 4th, 1913.

The very surprising statement has been published in the *Peking Daily News* that "the representatives of the Quintuple Group, after thoroughly examining the Budget, are of opinion that the new loan should amount to £40,000,000." Probably this means that they calculate this amount to be absolutely necessary for the purposes of the administrative reforms which the Government desires to inaugurate, and, further, that there are resources affording adequate security for a loan of this amount. We describe the statement as surprising because it was less than a month ago that the PRIME MINISTER in a detailed review of the financial position of the country represented China to be in a very sorry plight indeed. The national revenue for the first half of the present year, he said, was barely sufficient to cover the service of the foreign debt, and left nothing for administrative and military needs. Moreover, the Provinces had practically ceased to remit any money to Peking since the abolition of the monarchy; instead of receiving money from the Provinces the Central Government has had to pay on their account during the past two years no less than seventy-seven millions of dollars to meet payments due on foreign loans and indemnities, and, in addition, it has repaid Provincial loans amounting to thirteen millions, and has granted subsidies to various Provinces totalling fourteen

millions. Where all this money was obtained the Minister did not explain, but if it did not come out of the ordinary revenue of the Government, it must have been met out of the Quintuple loan. The national budget in the last year of the monarchy showed a revenue of Taels 270,000,000 and an expenditure of Taels 320,000,000. Owing to the political chaos prevailing, Mr. Hsiao explains in his statement that no proper budget could be compiled for the first half of the present year, but since conditions became more settled a draft budget for the second fiscal year had been compiled, and this showed an expenditure of \$446,350,000, while the revenue was estimated at \$300,000,000. Expenditure is to be balanced by a domestic 6 per cent. loan for \$380,000,000 and by new taxes. But Mr. Hsiao says it is impossible to secure three hundred millions from the provinces. Nevertheless, somehow or other the Government is meeting this expenditure of \$440,000,000, nearly half being due on foreign loans, much of it being money in arrears. The PRIME MINISTER estimates the revenue which the Central Government should rely on receiving from the Provinces at \$317,000,000, and he lays down the law that "the officials in charge of the collection of taxes must be made to account for every cent that passes through their hands"—an indirect admission that this has been by no means the case down to the present time. So far then as the main features of the budget are presented in the statement drawn up by the PRIME MINISTER a few weeks ago for submission to Parliament, it is not of such a character as to cause the Quintuple Group to suggest an increase in the amount of the proposed new loan. But new taxation is contemplated by the Government. Mr. Hsiao points out that while the people of Japan are taxed to the extent of 12 yen per head of the population, in China at the present time the burden does not amount to one dollar per head. Among the new taxes contemplated besides the stamp tax, is an income tax, a tax on railways, tramways and shipping companies, a tax on bank notes, and a light fee for the registration of marriages. Several of the existing sources of revenue, like the land and salt taxes, are considered capable of yielding much larger sums than they do at present, either by increased levies or more effective control of the collection. If there is any truth whatever in the report printed in the *Peking newspaper*, which is regarded as the appanage of the Chinese Foreign Office, the bankers must be basing their calculations more upon the feasibility of plans for increasing the revenue from taxation than upon the position at the present time as it is set forth in the Budget statement.

Lieut. Col. St. John's leave has been extended to December 22nd.

Mrs. F. B. L. Bowley and son sailed in the *Mishima Maru* for London yesterday.

The Sikh Temple has lost a valuable carpet, which was stolen a day or two ago by a person at present unknown.

The master of a licensed fishing junk has reported that on the 2nd inst., at about 5 p.m., he left Hongkong in his junk, having on board a crew of three. In the *Capsimun Pass* he was run down and disabled by an unknown steamer, which failed to render any assistance, and kept on its course. After about three-quarters of an hour the steam launch *Shing Tai* came alongside, picked off the crew and conveyed them to safety, the junk being left waterlogged.

A Filipino is to be appointed assistant to Dr. Heiser, the Director of Public Health in the Philippines. It is understood that the appointment will go to Dr. Salvador Vivencio del Rosario, a well-known Filipino doctor educated in Madrid, who has been connected with the Bureau of Health for several years and is considered by Dr. Heiser as one of the best fitted to assist in the administration of the affairs of the bureau on account of the long training he has had in the work.

THE P. & O. MAIL STEAMERS.

ACCELERATED HOMEWARD SERVICE.

The Hon. Mr. Hewett, Superintendent of the P. & O. Co., informs us that he has received telegraphic advice from the managing directors in London that during the Homeward passage season the mail steamers will arrive at Marseilles on Friday about noon, which will enable passengers proceeding overland by the special train from Marseilles to arrive in London on Saturday afternoon, instead of Sunday afternoon as hitherto. Passengers proceeding round to England by sea will arrive at Plymouth on the following Thursday and London on Friday.

TELEGRAMS. TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

STRAITS SETTLEMENT DINNER.

LONDON, December 3rd.

The Straits Settlement dinner was the most successful which has ever been held. Col. Sir H. E. McCallum, late Governor of Ceylon, was chairman, and those also present included Sir J. L. M. Incheape, Admiral Fawkes, Sir John Anderson, Sir J. Bromhead Mathews, and other gentlemen prominently interested in the Straits Settlements. The Chairman paid a tribute to the extraordinary progress of the Colony and the Peninsula. He especially commented upon the patriotism of the Malay States in offering the warship *Malaya* to the Empire. He declared that the rubber planters required every help possible from the Government.

THE HOME RULE CONTROVERSY.

LORD CHANCELLOR'S APPEAL TO THE OPPOSITION.

LONDON, December 3rd.

Lord Haldane, speaking at Birmingham, denied that Mr. Asquith's tone had hardened on the subject of Home Rule. The Premier was still ready to discuss amendments to the Bill. Lord Haldane appealed to the Opposition leaders to co-operate for a settlement, but not to enter into negotiations with their minds made up not to make any concessions.

REORGANISATION OF TURKISH NAVAL DOCKYARDS.

TO BE UNDERTAKEN BY BRITISH FIRMS.

CONSTANTINOPLE, December 3rd.

A contract has been signed with the Armstrong and Vickers group for the reorganisation of the Turkish naval dockyards, including the construction of a naval base and a floating dock at the Gulf of Ishmid, which will mark a new era in Turkish naval development. It is stipulated that Turkish labour will be employed as far as possible, and that no foreigners except Britishers may be engaged.

AEROPLANE FATALITY IN ENGLAND.

LONDON, December 3rd.

Captain Lushington, Commander of the Naval Wing, was killed in a biplane accident near Eastchurch. Captain Fawcett was piloting the aeroplane, and was slightly injured.

Mr. Winston Churchill had several flights with Capt. Lushington on Saturday, the First Lord himself piloting the machine in one flight.

THE INDIAN QUESTION IN CANADA.

AN EMBARRASSING POSITION IN BRITISH COLUMBIA.

LONDON, December 3rd.

The Indian question is becoming a matter of grave concern in Canada. The granting of a writ of *habeas corpus* by a Judge to a Hindu Priest whom the Immigration Authorities sought to deport—and ultimately did deport in defiance of the Judge's decision—is now followed by the finding of the Chief Justice that Indians can only be excluded for idiosyncrasy, crime, and mendacity, just as in the case of other British subjects. The decision is not relished in British Columbia, where exclusion is strongly favoured. Consequently it seems certain that new legislation will be demanded to regulate the Oriental influx. It is noteworthy that every constituency in British Columbia supports the Borden Government, which will have a delicate task in adjusting local feeling to Imperial considerations.

A GIFT TO SCOTLAND.

PRESENTATION OF FAMOUS BURNS GLEN-ROTH MANTUSCRIPTS.

NEW YORK, December 3rd.

At St. Andrew's Day dinner Mr. John Gribbel, a big manufacturer, and a collector of manuscripts, suddenly rose and announced that he had bought the famous Burns Glen-Roth manuscripts, and said that he would present them to Scotland. This announcement was received with deafening enthusiasm. Thereupon Mr. Gribbel produced two quarto volumes, and received another ovation.

[THROUGH REUTER'S AGENCY.]

THE ANTI-GERMAN FEELING IN ALSACE.

A FURTHER UNPLEASANT INCIDENT.

LONDON, December 3rd.

Another unpleasant affair has occurred between the military and civilians at Dettweiler, near Zabern. Lieut. Foerstner, who originally caused the trouble by calling the inhabitants "Alsatian vagabonds," was leading a party of his men when he was recognised and jeered at by civilians. The Lieutenant drew his sword, and badly sabred a lame shoemaker on the head.

STRASSBURG, December 3rd.

At a Conference of burgomasters of Alsace-Lorraine a resolution was passed protesting against the prejudice done to the authority of the State by the irresponsible behaviour of the Military authorities at Zabern, and demanding protection.

BERLIN, December 3rd.

The *National Zeitung*, describing the latest Zabern affair, says that children hooted the soldiers. Lieutenant Foerstner tried to seize them. The youngsters bolted, and the troops then turned to a group of youths who were looking on. The latter ran off, but one, a cripple, was captured. Resisting his captors, he was sabred and dragged, bleeding and half-conscious, to the Mayor's office, where he was examined for two hours.

A young married couple have been arrested at Metz because the lady laughed as the soldiers were passing.

THE POSITION IN MEXICO.

FEDERALS EVACUATE IMPORTANT TOWN.

LONDON, December 3rd.

Mexico rebel advisers report that the Federals have evacuated the important town of Chihuahua, food and water being exhausted. The rebels are now marching thither with a view to advancing on Mexico City.

PRESIDENT WILSON'S MESSAGE TO CONGRESS.

President Wilson, in a message to Congress, said there was only one cloud on the horizon, and that was hanging over Mexico. There could be no certain peace in America until President Huerta had surrendered. He affirmed that Huerta was becoming completely isolated, that his power and prestige were crumbling, and that his collapse was not far away. He also affirmed that the United States was the friend and champion of constitutional government, because in no other way could their neighbours work out their own development in peace and liberty. He believed that America would not be obliged to alter her policy. They were watchful and waiting, and when the end came they would see constitutional government and order restored.

BANKING AND CURRENCY REFORM IN THE UNITED STATES.

WASHINGTON, December 3rd.

President Wilson in a message to Congress urges the speedy reform of the banking and currency systems.

FRENCH GOVERNMENT DEFEATED.

PARIS, December 3rd.

The French Government has been defeated by 290 votes to 265 on the question of immunity of the new Rente from taxation and has thereupon resigned. The Government advocated immunity.

As all parties favoured exemption from the taxation of the new Rente, in which form the great new loan will be issued, the defeat of the Government is due to obscure causes; chiefly the desire of the Radicals, headed by M. Caillaux, to take revenge upon M. Barthou for the passage of the Triennial Military Service Act, his support of the Electoral Reform Bill, and the anxiety of the Radicals to secure power on the eve of the coming elections.

OBITUARY.

LONDON, December 3rd.

The death is recorded of Mr. Stedall, the well-known racehorse owner.

[THROUGH REUTER'S AGENCY.]

THE INDIAN AGITATION IN SOUTH AFRICA.

PUBLICATION OF A BLUE BOOK.

LONDON, December 3rd.

A Blue-book on the Indian question in South Africa has been issued, covering the period from the 3rd July to the 29th November. It does not include any correspondence with the Indian Government, but Mr. Harcourt's despatches to South Africa contain frequent references to representations by the Indian Government, showing the latter's solicitude for the Indians and its anxiety regarding the situation as it developed.

The Government of India on the 3rd July called the attention of Lord Crewe to the probable effect of an amendment to the clause in the Immigration Bill, in reference to the admission of wives, by the insertion of the word "monogamous" before "marriage," and asked whether it was to be regarded as over-riding the undertaking given by Mr. Fischer that, notwithstanding the judgment in the Esop case, the Government would admit one wife per man, even though married by a custom recognising polygamous marriages.

Mr. Harcourt re-transmitted the above to Lord Gladstone on the 14th August, adding that while he relied on Mr. Fischer's assurance he would be glad to receive an assurance to the effect that the amendment would not affect it.

Lord Gladstone, writing on the 22nd September, said the Union were fully prepared to carry out Mr. Fischer's promise, but this assurance was subject to the reservation that if the threats to re-start the passive resistance were carried out the Government would reconsider its policy in making any concessions outside the provisions of the existing laws.

Mr. Harcourt wrote on the 9th October that he earnestly hoped that the ill-advised action of a small number of Indians would not induce the Union to abandon their liberal policy in reference to the entrance of wives.

The Colonial Office, replying to the South Africa British Indian Committee on the 22nd October, said that the exclusion of the woman Kulsimbibi was no breach of Mr. Fischer's undertaking. She was excluded on the ground that her husband had previously married another woman in Natal. In another despatch, Mr. Harcourt assured the Indians that they could rely on the Minister's pledge.

The later despatches mainly report the progress of the passive resistance movement, protest meetings of Indians, and a long correspondence of Mr. Ghandi with Mr. Gorges, the Secretary for the Interior, in a final effort to secure a satisfactory settlement.

Lord Crewe sent Mr. Harcourt copies of unofficial telegrams received at the India Office from India, which are not printed. He added that he viewed with the gravest concern the impression produced in India by the allegations that the Indians had been treated with great severity, and asked for an authoritative statement.

Lord Gladstone replied detailing the arrests, sentences, etc. Replying to an enquiry by Mr. Harcourt respecting some of the heavier sentences, Lord Gladstone on the 26th November said that it appeared that a Magistrate at Newcastle sentenced 127 un-indentured Indians to pay fines of £5 each, or six months' imprisonment, for offences for which the maximum penalty was three months' hard labour. Steps were being made to remit the excess sentences.

The London Moslem League wrote to Mr. Harcourt on the 24th ult. calling attention to the gravity of the situation and appealing to him to urge upon the Union the necessity for immediate remedial measures and to direct an independent investigation into the grievances.

Mr. Harcourt replied on the 29th ult. that the League did not appear to have been fully or accurately informed of the situation. Open defiance of the law by Indians in South Africa had seriously embarrassed him in the continuance of his representations to and consultation with the Government of the Union. Mr. Richard Jebb, in a letter to the *Morning Post*, suggests that British Guiana is more desirable than the Sudan as the new home for South African Indians.

[THROUGH REUTER'S AGENCY.]

BRITISH ARMY SENSATION.

A SIX WEEKS' TRIAL.

LONDON, December 3rd.

It is expected that the Army canteen court martial will last for six weeks. Major General R. C. Maxwell will be President of the Court, which includes the Duke of Teck and Prince Alexander of Teck.

THE S.S. "TAISHAN."

The Directors of the Hongkong, Canton and Macao Steamboat Co., Ltd., by advertisement, which will be found on page 4, are inviting the public to inspect the new steamer *Taishan* to-morrow afternoon. The *Taishan* was launched about two months ago from the Kowloon Dock. The *Taishan* is announced to make the excursion to Macao on Sunday. Particulars will be found in the Company's advertisement on page 8.

PIRACY IN THE WEST RIVER.

ROBBERS' VALUABLE NAUL.

The authorities have just been informed by the coxswain of the steam launch *Hoi Ying* that whilst on a voyage from Hongkong to Ping Hoi on the West River his craft was attacked by pirates, who were on board in the guise of passengers. The piracy took place near Ping Hoi Koi, in Chinese waters. About 30 men produced revolvers at about one o'clock and drove the passengers and crew into the hold, where they were shut in. The robbers then took complete charge, and ransacked the launch, securing altogether \$19,750 in money and clothing to the value of \$200. They then left the vessel in sampans, but the direction in which they went cannot be ascertained. Subsequently the crew managed to get out of their uncomfortable position, and steered the boat to Shan Mei and Ping Hoi, where the matter was reported to the Chinese authorities. The launch called at one or two places after leaving Hongkong, and it is not known whether the robbers got on board at Hongkong or at one of these villages. No shots were fired during the pirates' operations, and no one was hurt.

NAVAL NEWS.

The relief crew for H.M.S. *Hampshire* is to leave England in H.M.S. *Europa* about the middle of the month. The *Europa* will meet the *Hampshire* at Colombo, where the latter ship will pay off and recommission.

The crews of the destroyers which have been relieved will be going home by the P. & O. *Sunda*.

THE MAGISTRACY.

A fine of \$150, or six weeks' imprisonment in the alternative, was imposed on a Chinese who was found in Connaught Road in possession of a revolver and ammunition.

A man who jumped into the waters of the Harbour in an attempt to avoid arrest for stealing a jacket was fished out, and was sentenced to seven days' imprisonment at the Magistracy yesterday.

A man who was charged with the larceny of two pieces of clothing was discovered to be a returned banished. He was brought before Mr. Wood yesterday, and sentenced to a year's hard labour for returning to the Colony and to six weeks for the larceny.

An allegation was made by an Indian constable, when prosecuting a boy for hawking without a licence, that the defendant threw stones at him. The boy admitted hawking without a licence, but denied throwing stones, saying that other boys did it. He was ordered to receive eight strokes with the birch.

In the case in which Chan San San Nam, a former official under the Canton Government, is sought to be extradited on a charge of being in unlawful possession of \$150,000, delivered to his custody by his employers, Mr. R. F. C. Master asked his Worship to fix Friday afternoon for the hearing of the case, as both Mr. Slade and Mr. Bruton were concerned at the moment with the Soto case. They expected to be ready on Friday. The request was granted.

A district watchman observed a man carrying two tins in the street, and, his suspicions being aroused, he approached the man for the purpose of inspecting them. The man guessing the watchman's intentions threw the tins down on the ground and bolted. The tins were found to contain 100 taels of opium. An application for the forfeiture of the drug was made to Mr. F. A. Hazland, the First Magistrate, yesterday, but the Opium Farmer did not lodge an application as the opium was not up to standard quality.

SUPREME COURT.

Wednesday, December 3rd.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR THE CHIEF JUSTICE
(SIR WM. REES DAVIES, K.C.).

£500 CLAIM FOR FALSE IMPRISONMENT.

Vicente Sotto, journalist v. Thomas Carey Welch, of the Hongkong Hotel, Assistant Executive Secretary of the Philippine Islands, and John B. Sawyer, Vice-Consul of the United States of America in Hongkong. The claim was for \$4,911.03, being the equivalent of £500 (at the time of filing the claim), in which the defendants are indebted to the plaintiff under the provisions of the Habeas Corpus Act, 31 Charles II., Cap. 2, by reason of their having procured or caused the imprisonment of the plaintiff on a charge of abduction, within the territory of the Philippines Islands, well knowing that the plaintiff had been discharged from custody under a writ of Habeas Corpus, sued out by him when in custody on the same charge.

Mr. M. W. Slade, K.C., instructed by Mr. W. B. Hind and Mr. Norrington (from the office of Mr. G. K. Hall Bruton), represented the plaintiff; the first defendant was defended by Mr. Eldon Potter and Mr. F. C. Jenkin, instructed by Mr. Reader Harris (of Messrs. Wilkinson & Crist), and the second defendant was represented by Mr. E. H. Sharp, K.C., who was instructed by Mr. G. Hastings (of Messrs. Hastings & Hastings).

Mr. Slade, in opening, remarked that the facts in the case were undisputed, and all that his Lordship would have to decide upon was the question of law arising out of the pleadings in the case, and it would be more convenient if those were taken one by one. The facts were admitted and the *prima facie* conditions were also admitted. To deal with the case it was necessary to refer his Lordship to the Habeas Corpus Act, Car. II., 1679, for it was upon section 6 under that statute that he relied. Mr. Slade quoted the section, which held that if a person or persons are recommitted or knowingly imprisoned or are caused to be imprisoned for the same offence the defendant (he or they) shall forfeit to the prisoner the sum of £500. His case was that the plaintiff had been imprisoned for an offence, and released under Habeas Corpus, then, at the instruction of the two defendants, had been imprisoned a second time for the same offence. Therefore he came, *prima facie*, directly within the words of that section. Plaintiff was set at large by Habeas Corpus and thus defendants by securing his imprisonment again for the same offence were liable to forfeit to him the sum of £500.

Mr. Sharp interrupted with the remark that all Counsel for defence had to prove was that that particular provision did not apply, because it was not in force. He would also say that the Act, which included that particular provision, was not in force. They were only pleading to the particular provisions.

Mr. Slade contended that Acts of Parliament passed prior to 1843 were in force in that Colony, by virtue of section 64, Ordinance 3 of 1873. There was one exception in this Ordinance—except so far as such laws are inapplicable to the circumstances of the Colony or the inhabitants, and except in so far as they are modified by the local legislature. "I am not aware," added Mr. Slade, "of any laws passed by the local legislature modifying the Habeas Corpus Act."

His Lordship—We can take it for granted, I think, that there has been nothing like that.

Applying the particular provisions to the case, Mr. Slade contended that it was for the defendants to prove by evidence what particular peculiarity of that Colony or its inhabitants would render inapplicable a law designed for securing the liberty of the subject. The onus was on the defence to prove that. The title of the Act was—"An Act for securing the liberty of the subject, etc." He was relying upon that, and thought it would be very hard for the defence to establish that the liberty of the subject in Hongkong, be they British or be they foreign, was not of so great importance as the liberty of the subject within England itself. Mr. Slade then dealt with what he understood would be the second ground of defence, that the provisions did not apply to extradition proceedings.

His Lordship questioned jurisdiction in this matter.

Mr. Slade submitted that the Supreme Court in Hongkong had the same jurisdiction as the Supreme Court in London. From the very earliest times extradition proceedings in the Courts had been known in England, and the writ of Habeas Corpus was the proper writ for questioning the right of the requisitioning Government for the rendition of the alleged criminal. Extradition proceedings at home and in this Colony were

governed by the Extradition Act of 1870, and under that Act the right of the accused person to have Habeas Corpus, if the circumstances justified, was expressly recognised; it was not merely confirmed but recognised by the Act. If any confirmation was thought to be necessary they could be taken to the Repeal Statutes, prior to 1870. Two treaties were then made, with the United States and France under which they were to give up criminals committed for extradition. The Act was introduced to correct a number of abuses which related to the procedure, and the operation of the ancient writ of Habeas Corpus, long before the Act of Charles II. The Habeas Corpus now gave a new and more easy remedy to the subject. The Act was one of general application, it dealt with the writs of Habeas Corpus, and the liberty of the subject was secured in divers ways.

His Lordship inquired of Mr. Slade if the £500 included damages or was it only the penalty.

Mr. Slade—Personally I thought it included damages, but Mr. Gompertz had held that it was a penalty. At any rate, damage to that extent had been suffered and the intention is that the money shall be recovered as by way of solatium to the person imprisoned.

His Lordship—Suppose I decide that the Act does apply?

Mr. Slade said he would then get £500.—He referred his Lordship to a case in which the scope and limitation of the Act had been previously discussed in the Colony and proceeded to argue that defendants could not claim immunity from the law in relation to the duplicating of proceedings; their privilege in this direction was no more than any other resident in the Colony. If the Crown or the police failed to prove a crime and the person charged was discharged, they could not bring fresh proceedings and fresh evidence.

Mr. Slade concluded by remarking that the case had failed at the first hearing; it was held to be improper. Therefore he contended that the defendants were clearly in the wrong.

Mr. Sharp, in opening the defence, said that Mr. Slade had taken the course that they were arranging the arguments for the defence under three heads. What they had to make out was that the section under which the plaintiff proceeded did not apply. His first main heading was that these provisions, even assuming the Act to be in force in Hongkong, did not, for many reasons, apply to the circumstances of the present case. Assuming the section to apply to extradition, then they said that for many reasons again, the section's provisions did not apply to the circumstances of that case. They said that the section did not apply to extradition, and that the Act was not in force in Hongkong. He could practically deal with the arguments under the first heading; that the provision did not apply and that the Act was not in force. There were defects in the hearing of plaintiff's case before the Magistrate, but that could be no bar to any subsequent proceedings. At the first proceedings a Full Court held, and they must admit that the Full Court took the correct view, that the Magistrate had improperly let in evidence—improperly in the sense that it was not properly authenticated. Mr. Sharp referred to numerous authorities to support his contention that that could be no bar to any subsequent proceedings. Such proceedings were not a trial and therefore plaintiff had not been tried. He also held that section 6 of the Habeas Corpus Act only applied to people on bail. The full effect of the judgment in the Full Court, he added, was that the Magistrate had really no jurisdiction.

The further hearing was adjourned until this morning.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUTTING JUDGE).

A DEAL IN SWATOW WORK.

Yee Sing & Co., dealers in Swatow drawn work, Post Office Buildings, Padder Street v. J. A. Chue, a clerk in the employ of Messrs. Deacon, Looker, Deacon & Harston. The claim was for \$1,165.35, the price of goods sold and delivered by the plaintiffs to the defendant, full particulars whereof have been delivered.

Mr. J. H. Gardiner was for plaintiff, and Mr. Stevenson (from the office of Messrs. Deacon, Looker, Deacon & Harston) defended.

At the outset his Honour said he took it for granted that the amount over and above the \$1,000 had been waived.

Mr. Gardiner contended that his Honour had power to deal with the whole matter in that Court for the full amount as it had been transferred by order of the Court.

His Honour doubted this, whereupon,

Mr. Gardiner said that they could transfer for any amount and his Honour had power to give judgment for the amount which was supported by an order of mutual consent and also by an order

of the Chief Justice. His Honour had the jurisdiction under the Summary Ordinance because the case had been transferred. He also remarked that he did not know whether it was incumbent upon him to commence the case, because it had been admitted that the goods had been supplied and also that they had been delivered to the defendant, who had received them and signed for them. The only defence was that defendant was an agent and therefore was not liable. He contended that there was no such agency, and that defendant had never been regarded as an agent.

His Honour suggested that signing was equally compatible with agency. Mr. Gardiner—He does not sign for his brother, he signed the receipt for the goods in his own name. Therefore, I submit that you will press for him to establish his agency if he can do so. My case is that the goods were ordered by him, supplied to him, and signed for by him.

Mr. Stevenson held that it was for the plaintiffs to prove that the goods had been delivered to Mr. Chue and the circumstances under which he signed the receipts.

His Honour—I know your position, I have read these letters. Mr. Stevenson went on to explain that the action related to two shipments of goods which were sent to Australia and defendant was really acting with the knowledge of the plaintiffs.

His Honour—According to these letters defendant wants to show that he was a sort of go-between for his brother.

Mr. Stevenson—We were to receive certain goods, inspect them, and forward them to Australia. He mentioned that the claim arose over two shipments, and it would be necessary to go into the first shipment, where terms were arranged and an arrangement entered into.

Mr. Gardiner said that he had nothing to do with shipments. They merely entered into an agreement to supply defendant with goods, and did not know what he was going to do with them, though he had indicated that they were being sent to Australia. He also told plaintiffs that he had opened a shop in Australia, and that was borne out by his letters. There were some letters which were very significant, and one showed defendant's "preparation" of the case. There were inconsistencies, and one was obviously concocted by defendant with the object of assisting his case. In accordance with what defendant represented himself to be, plaintiffs supplied him with three lots of goods which he said were going to Australia. The order was completed on 21st January. It was a remarkable thing that if defendant was agent for his brother that that very brother should be in Hongkong at the time the goods were ordered, and when the first order was executed. There was nothing to show that defendant was in any way connected in business with his brother, Robert Chue. They had treated defendant all along as the principal. The first order was paid for. Defendant actually raised the money from the brother, the managing partner of the plaintiff's firm. He paid that off and then goods went out at such a rate that defendant eventually thought he would get out of the liability by adopting the attitude that he was only an agent and that therefore he was not liable.

Evidence was called and the hearing was adjourned until the 6th inst.

MALAYAN TIN DREDGING.

SOUND FINANCIAL POSITION; BRIGHT PROSPECTS.

The second annual general meeting of the shareholders in the above-named company was held last month at the Chartered Accountants' Institute, Moorgate-place, London, Sir Ernest Woodford Birch, K.C.M.G., the chairman of the company, presiding.

The CHAIRMAN in his address said that on March 4th last the capital of the company was increased from £100,000 to £125,000 by the creation of 25,000 new shares of £1 each. Of the new capital 10,000 shares were issued at a premium of £2 15s. per share. From the profit thus obtained of £27,500 they had written off all the expenses in connection with the new issue, the whole of the preliminary expenses, and also all the administration and general expenses at the mines and in London right up to the date on which the No. 1 dredge commenced working—namely, December 31st, 1912. After doing this they were able to carry to reserve account a balance of £11,738 8d. The profit and loss account covers a period of six months' working only with the first dredge. The tin ore won during that period reached a total of 1123 tons, which realized £14,225, at a cost, including all London charges, of £6,679. The net profit on the half-year's operations was £8,045 19s. 1d.

THE NEW DREDGES.
Two new dredges costing £30,000 f.o.b. London would soon start work, and allowing for that amount, freight, and erection, and the supply of ample spares, the directors estimate to have in hand on capital account when these dredges start work a sum of about £9,000. This is exclusive of the profits earned since June 30th last, and to be earned before the new dredges commence work. The second dredge is expected to be at work about next March and the third dredge two months later, and thereafter shareholders would receive "considerably greater profits."

The profit of £7,500 in six months had been earned from an area of less than five acres of land, and the property now extends to a total area of 1,149 acres. In the last paragraph of his report the manager, Mr. Vaughan, tells of the difficulties that have had to be contended with, all of which the dredge had dealt with successfully, and in his concluding sentence he tells what he thinks of the mine. The directors do not propose to stop at three dredges, but in due course to continue the progressive policy that is warranted by the excellence and size of the property, and thus secure to shareholders as speedily as possible the large profits that undoubtedly await them. The board had resolved to pay an interim dividend for the current year of 5 per cent., free of income-tax, which will be payable on the 26th November.

HOTEL PROPRIETOR AND HIS SERVANTS.

At the Magistracy yesterday, before Mr. F. A. Hazeland, Mr. F. Reichmann, proprietor of the Grand Hotel, summoned his No. 1 boy, No. 3 boy, and cook for leaving his service without notice. The defendants brought a cross-summons against Mr. Reichmann, claiming two months' wages each.

Mr. P. S. Dixon (of Messrs. Wilkinson & Crist) appeared for the complainant, and Mr. C. A. S. Russ (of Messrs. Goldring & Russ) was for the defendants.

Mr. Dixon explained that the complainant issued a summons against the three defendants for leaving without notice, and they immediately retorted by issuing a cross-summons against him, claiming a month's wages due to them at the time they left, and a month's wages in lieu of notice.

In answer to his Worship, Mr. Dixon said the question to be decided was whether the defendants were dismissed or left of their own accord.

The complainant said that owing to suspicions that thieving was going on, he set a special watchman on his premises on the evening of the 7th November, and also watched personally. He instructed the watchman to see that no servants left the building. He went up to the billiard room and observed the second defendant come out from the kitchen with the back dining-room keys in his hand. The boy went out on to the verandah to see if the watchman was looking at him. The keys should have been in the office, and he asked the boy what he was doing with them. He was flabbergasted at first, and he said he had just locked up the dining-room doors. As a matter of fact these doors were locked an hour previously.

Witness then went into the kitchen, as he did not desire to wait any longer, and called for the first defendant, who usually left the premises about 9.30 or 10 o'clock in the evening. This was at 10.30. Witness asked him if he had stolen mutton, snipe, chicken, etc. The boy admitted stealing a snipe, and some rice. He was reproached and witness told him that he would bring in the police on the morrow to investigate the matter. On the next morning, when witness arrived in the dining-room, he found that the three defendants were not on duty. Three days later they came back and said they wanted their wages. Witness asked them why they did not give him a month's notice, and they said, "Maskee. We want our wages."

The second and third defendants came again about a week later, on a Sunday, and repeated their requests. Witness afterwards received a summons from the Supreme Court for wages. He did not give them men notice, nor did he give them leave to go. In answer to Mr. Russ, the complainant stated that he did not intend to prosecute the defendants until he received a summons for wages. The first defendant had been with him for four years, and was a good boy as regards service. The second boy had been employed at the hotel off and on for seven years. He did become very suspicious about stealing at the hotel, but as a matter of fact he did not find anyone stealing. He denied that because of this failure he became angry. He had no complaints against either the second or third as regards stealing. He thought they were watching the watchman whom witness had put to detect the thieves.

The case was adjourned until this afternoon.

THE PANAMA CANAL AND TRADE POSSIBILITIES.

The *British Trade Review*, in the course of an article on the Panama Canal, says:—While the people of the United States are looking upon their new possession from a defensive point of view, as well as the commercial aspect, other nations are chiefly concerned in the Canal as a revolutioniser of trade. The prospect of Spanish or Japanese aggression on the Pacific Coast is remote, and the American Navy, dominating the Canal and its further territories, may have an easy time for some years to come; but the usefulness of the waterway is a present asset, a benefactor. That it will double American exports is quite likely; but its navigation by European and Colonial vessels will also lead to great expansions of business.

British-made goods will find customers in what were most distant quarters. The pessimistic cries that Japan will be able to get its cotton cheaper and that the American cotton factories will crowd the Far Eastern markets with cheap fabrics do not count for much. In fact, with regard to cotton, Great Britain may be the largest gainer, seeing that the Canal will make accessible large tracts of land on the Pacific Coast admirably adapted to the cultivation of the best staple material on which Lancashire depends for its choicest manufactures. Then to the shipowner (though it will be said he does not deserve it) the Canal comes as a godsend, for it will mean a saving in time, in seamen's pay, in expense of voyaging, and it will minimise the perils of wreck. There will be fewer storm-lashed derelicts in the surging waters of Cape Horn.

SHIPPING NOTES.

The big steamer *Minneapolis*, belonging to the Great Northern S.S. Co., went ashore at Moji on Sunday night, the 23rd ult., and had not yet been refloated on the 25th, which is the latest date of our advices. Her position was not serious, however.

The annual Report of Lloyd's Register of Shipping for 1912-1913 shows that the year witnessed a remarkable increase in the amount of tonnage classed by the Society in respect of vessels intended for carrying oil in bulk. During the 12 months ended June 30th, 1913, no fewer than 45 such vessels, of 202,005 tons, received the Society's classification. The demand for vessels of this description still continues, and there are at the present time 83 of these vessels, of 381,410 tons, preparing and in course of construction under the supervision of the Society's surveyors.

His many friends in London and elsewhere (says *Fairplay*) will learn with regret that Captain John Smith Hogg has died suddenly from heart failure at the age of 66. He was a shipmaster of the old school and was an authority on everything connected with a steamer. He was in command of the *Glenagle* in the East when she was fitted up as an auxiliary cruiser. When he left the Glen Line he joined the China Mutual Steam Navigation Company, which had just been formed by his old friend, Mr. Gulland, and commanded their fast steamer *Mayague*, which was built to run against the *Glenagle*. He afterwards acted as agent for the China Mutual Company at Shanghai for two or three years, and was subsequently appointed superintendent of the Company in London.

The China Coast Officers' Guild wrote to the Secretary for Foreign Affairs on September 20th expressing its indignation at the treatment accorded to a member by the Hongkong harbour authorities in the *Tai On* piracy case, and its earnest desire that the Imperial Government would make strong representations to the Chinese Government for full compensation for the loss of the officer's property and money. Further, the Guild requested that proper protection be provided in these waters for British subjects so that such an outrage would be prevented in future. In reply the Foreign Office reported that a careful inquiry had been made and it was found that the piracy was carried out by a gang who embarked on the vessel and smuggled arms on board in Hongkong territory, and that consequently no grounds were apparent upon which a claim for damages could be made against the Chinese Government. The Commodore at Hongkong reported that the patrol was ineffective against internal attacks by pirates who embarked as passengers. Effective measures were being taken by the Governor of Hongkong which should greatly diminish the danger of a similar case of piracy occurring in future. The letter concludes that the action of the Hongkong authorities towards a member of the Guild is a matter with which the Secretary for Foreign Affairs is not concerned.

AN OWNER ON SHIPPING DEVELOPMENTS.

RELATIONS OF CAPITAL AND LABOUR.

Mr. T. L. Devitt, chairman of Lloyd's Register and president of the Institute of Marine Engineers, gave an address to the members of the institute at Stratford, E.

As a shipowner whose experience extended over half a century, he looked back with some regret at the disappearance of the sailing vessel, but he thought it was beyond contradiction that the real seamen of to-day were those who had qualified for their present positions in steamships by a training in sailing vessels. They were resourceful and competent in a way that those reared in machinery for propulsion of ships and of every invention of the engineers, when proved to be sound, so that we might be able to hold our own in the severe competition for the world's traffic on the sea. Engineers, he said, more than any others, depended on the harmonious working of their machines, each part depending on other parts, and he wished they could apply this principle to their relation one to another as employers and employed. He was convinced that if this spirit could be encouraged, instead of setting class against class, and making trouble instead of harmonising difficulties, they should all prosper more than they did. None of them could do without the capitalist any more than they could do without the skilled workman. Working together with the aid of capital, shipowners, engineers, shipmasters, and sailors generally could make a success. He went on to trace some of the developments in steam navigation since 1854, the year in which he began business as a lad in his father's office, and said the impression left upon him from those early recollections was the spirit of enterprise that then existed among shipbuilders and engineers, the passion for experiment, the desire to tread unknown paths, to undertake projects the magnitude of which seemed out of all proportion to the means available for their execution.

INTIMATIONS

ECZEMA IN ITS VERY WORST FORM

One Mass of Horrible Running Sores. Life a Perfect Misery. Used Cuticura Remedies. Not a Sign of the Trouble Since.

69, Ringer Ave., Munster Rd., Fulham, London, S. W., Eng.—"My daughter has been a great sufferer from eczema, in, I should think, its very worst form over since she was about three years old, and she is now fourteen and a half years of age. It first started as a small boil on her arm which spread and became one mass of horrible running sores, she used to have it on her hands, arms and feet and has often been laid up and absent from school for weeks at a time, quite helpless, with every finger on both hands tied up. Her life at these times was a perfect misery, and the irritation of the affected parts was terrible, she could not get any sleep on account of it."

"I then saw the Cuticura advertisement of a free sample and I sent for it. Well, the sample tin of Cuticura Ointment seemed to do her good and to allay the itching, so I got a large tin, also a cake of Cuticura Soap and a bottle of Cuticura Pills and her hands got better quicker than they had ever done before, and she has not had the slightest sign of it since." (Signed) Mrs. J. Oakley, Mar. 22, 1912.

Cuticura Soap and Cuticura Ointment are sold throughout the world. A sample of each with 32-p. Skin Book free from nearest depot: F. Newbery & Sons, 27, Chancery Lane, London; Potter Drug & Chem. Corp., Boston, U. S. A.

For tender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

[96-19]

MAPPIN & WEBB, LIMITED.

NEW CONSIGNMENTS STERLING SILVER WARE.

PRINCE'S PLATE

(GUARANTEED FOR 30 YEARS).

CUTLERY.

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CHS. J. GAUPP & CO.,

ALEXANDRA BUILDINGS,

CHATER ROAD

[41]

CALDBECK,

MACGREGOR & CO.

(ESTABLISHED 1864).

THE OLDEST FIRM OF WINE AND SPIRIT MERCHANTS IN THE EAST.

CHAMPAGNES,

SHERRIES,

MADEIRAS,

MARSALAS,

PORTS,

CLARETS,

BURGUNDIES,

HOOKS,

MOSELLES,

WHITE WINES,

&c. &c.

[2]



NAPIER
JOHNSTONE'S

"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BWARE OF
IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.

TO LET

TO LET

OFFICE IN ALEXANDRA BUILDING.
Apply—
A. S. WATSON & Co., Ltd.
Hongkong, 22nd August, 1913. [935]

TO BE LET

No. 1 to 5, "AIMAI VILLAS," adjoining
"ODESSLOE," Kimberley Road,
Kowloon.
Apply to—

PATELL & Co.,
73, Victoria Street, or
A. Abdolrahman, Architect,
34, Queen's Road Central.
Hongkong, 26th November, 1913. [1372]

TO LET OR FOR SALE

GODOWNS at 98, 99A, 99 and 99A, Praya
East.
Apply to—
HONGKONG, CANTON & MACAO
STEAMBOAT CO., Ltd.,
Hotel Mansions.
Hongkong, 4th September, 1913. [1635]

TO LET

SHOP, No. 12, Queen's Road Central.
No. 9, MOUNTAIN VIEW, PEAK.
Apply to—
M. J. D. STEPHENS.
Hongkong, 17th July, 1913. [722]

TO LET

OFFICES, ROOMS, and GODOWNS, on
Ground and Second Floor, No. 1A, Des
Voeux Road Central, the Premises now occupied
by The South China Morning Post, Limited.
Possession, 1st May, 1914, or earlier.
FLATS, "WILD BELL," Wanchai Road.
"HOMESTEAD," No. 45, Peak. Immediate
possession.
Apply to—

SANG KEE,
Care of COMPAGNIE DEPARTEMENT,
Hongkong and Shanghai Bank.
Hongkong, 28th October, 1913. [1635]

TO LET

MERBION, Nos. 9 and 10, PEAK, unfurnished.
ed. 6 Rooms. Cheap rental, from 1st
December. Newly Painted and Colourwashed.
1, CAMERON VILLAS, No. 60, PEAK,
To Let, Furnished, for 1 year from 1st May.
"ROGATE," Austin Road, Kowloon
Unfurnished.
No. 63, PEAK, MOUNT KELLET
(Church Mission Society Bungalow), from
1st October, 1913, till 30th May, 1914.
Partly Furnished. Cheap rent.

FOR SALE or TO LET.
(From 1st November, 1913).
No. 1, COUGH HILL, No. 103, PEAK.
Bungalow, containing Drawing, Dining
and Smoking Rooms and Five Bedrooms.
With Ground for Tennis Court.

FOR SALE.
"HARTING and ROGATE," on part of
Kowloon Island Lot No. 1154.
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 2nd December, 1913. [64]

TO LET

Until 31st December, 1914.
SHOP and 1 ROOM, on 1st Floor of 5
Queen's Road Central.
Apply—
D. CHELLARAM.
33/40, Queen's Road Central.
Hongkong, 11th November, 1913. [1312]

TO LET

FOUR-ROOMED HOUSES in Granville
Avenue and Salisbury Avenue, Kowloon.
Cheap rentals.
A FURNISHED FLAT in Nathan Road,
Kowloon, from 1st January next.
SHOP with GODOWN attached, Nathan
Road, Kowloon. Kowloon Marine Lot No. 45,
with Wharf.
Apply to—
HUMPHREYS ESTATE & FINANCE
Co., Ltd.,
Alexandra Buildings.
Hongkong, 12th November, 1913. [1313]

TO LET

GODOWN, 24, Wanchai Road.
No. 153, PRAYA EAST.
Apply—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.,
Hongkong, 1st December, 1913. [65]

THE POSITION OF THE
COMPRADORE.

A CONTROVERSY IN THE GERMAN SPHERE.

An interesting article appears in the
Frankfurter Zeitung in which it is
pointed out that German merchants in
East Asia are at the present time much
concerned with the difficult trade problem
of the right position of the Chinese com-
pradore. We are reminded how undefined
the compradore's position now is, and how
it varies in character at the different ports
as well as in different branches of business
such as banking, and the import and
export trade. The writer then goes on
to discuss particularly the case of the
German Asiatic Bank in Tsinanfu, which
has apparently given rise to the latest
controversy. It will be remembered that
about a year ago this bank's compradore
ascended, after entering into engage-
ments in the bank's name concerning large
sums of money. These the bank refused
to recognise on the ground that no Euro-
pean official of the bank had signed them,
but they lost the day in the Consular
Court in Tsinanfu, and subsequently also
had judgment given against them by the
Imperial Court to which they appealed.
Apparently the case is now being busily
discussed in the Far East, and a personal
note has been partly introduced which,
our German contemporary thinks, is not
calculated to encourage Chinese trust in
German legal judgments. An open letter,
which is signed by respected German
merchants, and amongst them also by
employees of the bank, and of which
numerous copies have been sent to
Germany, refers to both the German
judgments in a form and tone which are,
the writer considers, certainly not fitting.
On the other hand, the letter sets forth
facts which are worthy of notice. Thus it
is stated that a Tsingtau judge, who was
judge in a pending case connected with
that at Tsinanfu, published an article on
the compradore question in two numbers
of the German paper at Tsingtau, in
which he by legal quotations represented
the bank as in the wrong, and in a manner
dictated to the plaintiff the grounds of
his case, and which the plaintiff's counsel
referred to in his pleadings. Apparently
an indirect result of the affair has been
the issue of notices by the German Con-
sulate and merchants in Chinese, and
through the Chinese newspapers, recom-
mending Chinese merchants in the case of
contracts with European firms to require
not only the rubber stamp of the firm but
above all the personal signature of the
European trader. The open letter
referred to sharply attacks German
justice, and the German Law Court
system. It strongly criticises the com-
position of the Law Court, in which no
merchant was chosen as assessor, but an
engineer and a railway building official,
also, the personality of the merchant
selected as expert, and it suggests, in
conclusion, that Chinese swindlers would
soon appear if merchants did not succeed
in getting the Consul very energetically
to reform his views and measures. Our
contemporary comments on the gravity of
this language concerning a decision of the
highest German Court, and says it will
certainly not be helpful to Germans, and
that it brings out the sharp discord
existing between the merchants and the
Consulate which goes far beyond this
particular legal case. The letter calls for
the publication of all the material relating
to the case, and whilst endorsing this the
journal in question says a much more
urgent necessity exists for a collection of
the legal usages that obtain on the China
coast by the Consular representatives of
the Empire, presumably more particularly
in relation to compradores. German
merchants have already repeatedly asked
for a second commercial expert. It would
be a good thing, says the writer, if a man
with a legal and commercial education
were chosen in that capacity, who might
endeavour to bring nearer a solution of
this difficult and important question.
L. & C. Express.

JAPANESE COMPETITION.

BRITISH SHIPPING AND FOREIGN SUBSIDISED
SHIPS.

In view of the approaching expiration
of the terms of the Japanese shipping
subsidies, a protest, says the *London*
correspondent of the *Manchester Guardian*,
is again being made by the British
India Steam Navigation Company and
other British companies against the
renewal of the subsidy to the Nippon
Yusen Kaisha, whose vessels are permitted
to engage in the coastal trade of India
and Ceylon, while British ships are
denied the opportunity of competing with
them in the coastal trade of Japan. This
protest is being backed up indirectly by
the owners of unsubsidised Japanese
lines. They maintain that, in view of the
growing activity of the unsubsidised
lines, all subsidies should be abolished,
and that as there is already quite an
adequate number of unsubsidised vessels
in the short distance lines, the con-
tinuance of the subsidies would only
impede the development of the lines that
receive them. The owners of all the
British shipping companies that partici-
pate in the Indian coastal trade are
asking the Government to make further
representations to the Japanese Govern-
ment to admit British ships to the coastal
trade of Japan, and failing this, to
impose on subsidised Japanese ships
engaged in the coastal trade of India and
Ceylon restrictions similar to those to
which British ships are subject in regard
to the coastwise trade of Japan. They
point out that the amount of the subsidy
paid to the Nippon Yusen Kaisha repre-
sents upwards of 23 per cent. on the paid
up capital of the company. It follows,
therefore, that even if the steamers work
at considerable loss, the subsidy still
enables the company to pay a dividend.

Mrs. Bellies, widow of a wealthy mer-
chant, has given her house and 1500 high-
lands of land in Howrah to Howrah Munici-
pality upon her death for use as a public
library, together with a donation of Rs.
10,000. The property is valued at five
lakhs of rupees.

WM. POWELL,
LTD.

TELEPHONE 246.

DRAPERS. MILLINERS. OUTFITTERS.
COMPLETE HOUSE FURNISHERS.
GENTLEMEN'S TAILORS.

"SOME OF THE THINGS WE STOCK"

CHINA. GLASS.
CUTLERY.
ELECTRO-PLATE WARE.
BOOKCASES.
STANDARD LAMPS AND SHADES.
WRITING DESKS. ETC.
INSPECTION INVITED.

INDO-CHINA BRICKS. TILES. PIPES
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BEST FIRE BRICKS AND FIRE CLAY
PATENTED ROOFING TILES.

Guaranteed against Typhoon and Leakage.

MORE THAN TEN MILLIONS IN USE IN THE FAR EAST.

SAMPLES AND FULL PARTICULARS FROM
P. SOFFIETTI & Co., 14, DES VŒUX ROAD. TEL. 289.
ALWAYS IN STOCK. [1049-2]

RACE CRIMINALITY IN THE
STRAITS.

In the course of his report on the
Prisons of the Colony during the past
year Mr. Green makes the following in-
teresting remarks regarding "certain
phases of race criminality."

In paragraph 5 of the Report on the
Singapore Prison figures are given
differentiating between the nationality of
the Asiatic criminals admitted into the
Singapore Prison during the last three
years.
The China-born criminal and the major-
ity of the prisoners falling under the
heading of "Others" are banishable.
The remainder, fortunately greatly in the
minority, have been born and reared
under British administration. The most
important and interesting of these, for
whom a wise policy can do most, are the
Malay and the British-born Chinese.
Both are in a state of evolution and
adaptation to novel surroundings. The
Malay has been suddenly taken from a
semi-patriarchal social state and plunged
into the bustle and complexity of
modern civilization. The leveling up to
European standards of minds which
exhibit such anomalous phases as those
described by the Malay words "latah"
and "amok" will, almost of necessity, be
accompanied by serious individual lapses.
As a race, however, there seems every
prospect of the Malay issuing triumphantly
from the ordeal.

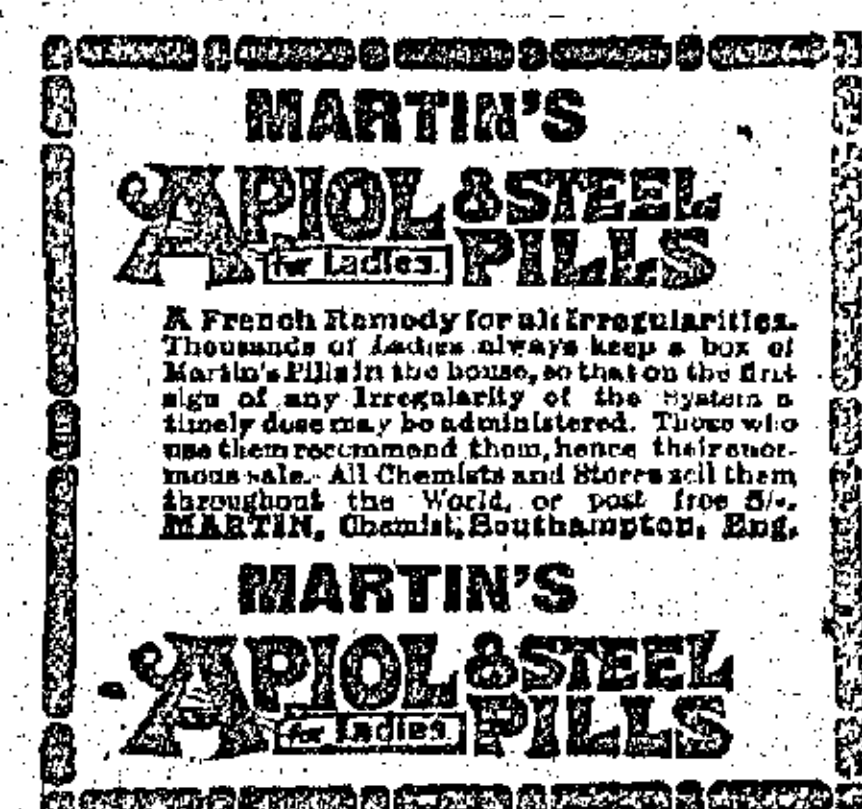
The Straits baba is faced by the
problem of adapting Chinese customs to
local needs and modern civilization. He
is influenced by China, Europe and
Malaya and will no doubt end by erecting
a standard of conduct coloured by all
three influences. He is under the further
disability of climate, sturdy as the
parent stock was, continued exposure of
succeeding generations to a tropical
climate may bring about degeneration,
and with degeneration comes crime.

Both the Malay and the baba call for
special attention. The regeneration and
reformation of the criminals of these
classes is important to the welfare of the
State. Every endeavour should be made
to obtain honest employment for them
upon release and to place them amongst
surroundings offering least temptation to
crime. Whole-hearted public support,
even at the risk of occasional individual
loss, would be of immense value in
restricting the possible growth of criminal
tendencies amongst a population which is
resident and multiplies in the land. If
the public can be induced to look upon
criminals of these classes as moral weak-
lings, as persons whose powers of
resistance to temptation are, in varying
degrees, below the average and who conse-
quently stand in a position analogous to
that between the physically fit and the
decrepit and deformed; if the public is
ready to extend to them the sympathy and
assistance it gives to the sick and unfor-
tunate, much may be done towards the
prevention of the growth of a criminal
class in the permanently resident popula-
tion in Malaya. It is obvious that ostrac-
ism from the well-behaved will oblige the
criminal to satisfy his desire for society
by seeking the companionship of fellow
criminals. The permanently resident
criminals will consequently tend to group
together, to intermarry and in the course
of time to give rise, if not to the criminal
castes of India, at any rate to centres
where crime is encouraged by precept and
example.
Measures are under consideration for
dealing with the non-banishable criminal.
Complete success, however, is not possible

without the hearty co-operation of the
public. The fundamental general prin-
ciples for the treatment of crime in Malaya
are consequently banishment for the per-
sistent criminal of foreign birth, reforma-
tion, education and care of the criminal
born under British administration. The
first of these principles is energetically
enforced.

CALCUTTA KILTED CORPS.

The *Empire* says that the proposal to
establish a Scottish kilted corps in
Calcutta is taking on and already nearly
ninety men have put down their names
for active service. A large number of
elder Scots are showing their sympathy
with, and enthusiasm over, the movement
by becoming honorary members and
several of them express the hope that they
will be allowed to wear the kilt of the
corps on any special occasion. It is
hoped that Lord Carmichael may be
persuaded to accept the Honorary
Colonelship of the corps.



THE NEW FRENCH REMEDY, No. 102, 103
"THERAPION"
DRUG POISON, KIDNEY, BLADDER, URINARY DISEASES,
GOUT, GRAVEL, RHEUMATISM, NEURALGIA, MIGRAINE,
HEADACHE, INDIGESTION, BILIOUSNESS, COLIC, CONSTI-
PATION, POOR BLOOD, PALENESS, LOSS OF APPETITE,
MELANCHOLY, NERVOUSNESS, AND ALL AFFECTIONS OF THE
BLOOD, AND ALL AFFECTIONS OF THE NERVOUS SYSTEM.
NEW YORK DEPOT: 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

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FASHIONS AND FANCIES.

THE SHORT COAT.

Three-quarter length coats have taken the place of the very long ones this winter, the latter being reserved for carriage or motor wear, and for traveling. It is much easier to walk in the shorter ones, and hygienists approve of them for another reason, the important one of ventilation. Under the long, closely buttoned coats that have reigned supreme during the last three or four winters, it was impossible for the pores to act as they should in exhalation. So far as the season has gone as yet, the quite short coat has been the favorite, and even no coat whatever, with the dress made more of corset than most and supplemented by fur. One of the newest of the short coats is made with wide kimono sleeves (being cut like a dolman) and fastens at the waist with a single button, this being the only place at which it meets. Made of broad silk, deep blue in colour, it has revers of its own material. Below the waist the sides are cut away sharply, and crossing the hips in continuation of this line, end in a point at the back.

SOME NEW HATS.

The wonderful diamond helmet worn at the Royal wedding by the Duchess of Rutland has led to the reproduction of the shape in jet or metallic subordinates. One of these is made of dull greenish-blue satin, closely sewn with a coloured jewelling, garnets, rubies, turquoise, sapphires, emeralds, with gold thread intermixed and a lovely blue silk cord assisting in the scheme. The brush is exactly the same shade, and though a brush looks quite wrong upon a helmet, yet the effect of the whole is so becoming, that one forgives the anachronism. In accord with the light fabrics of the gowns, the wired tulie brim is still worn with a crown of satin of the picture hat. The up-to-date version of the hat except that part of it that conceals the ears, and perhaps a lock arranged with careful carelessness on one side of the forehead. A pretty face looks its best under this transparent brim composed of a single fold of tulie, usually black. One of these hats has the crown in tangerine satin, which is intended for a brunette of vivid colouring. The brim is darkest grey net. Another is raven-wing blue with a crown of Saxe blue velvet. One has not to ponder long before deciding that its destination is a blonde head with daintily tinted cheeks and lips.

SUMMER GOWNS IN WINTER.

Fashion has decided, it appears, to encourage the wearing of light materials throughout the winter, as has been the vogue for three years at least. But there is a difference; whereas only dull and sober tints, with very few exceptions, were seen in previous years, there is to be a riot of colour in the coming months. An example, seen as one of the "great" shops in Paris, is a gown much cut away about the neck and open in a point in front, composed of poppy-red tulie with very full paniers lunched up round the waist, especially in front, and edged with black tulle. Another dress is in China-blue tulle, the skirt draped, all short, tunic very full, same length all round, and bordered with a wide, old-fashioned ruche, which makes it stand out widely from the figure. The bodice, made very loose and full, opens in front upon a white crepe-de-chine chemise, made equally loose (it is the fashion just now) and has very loose, long sleeves finished with the black ruche, matching at the wrists. "Tulle" is greatly in favour for these "winter" frocks and is also worn in the evening, so great is the rage for it. Tailors use it for walking costumes, but prefer it for crepe-de-chine draped skirts are completed by bodices made chiefly of silk muslin, with embroidered silk net and a mixture of velvet.

THE OBTRUSIVE FEATHER.

Now that the brush in a woman's hat has led to an assault in a Whitechapel omnibus and a police-court case, a word or two may be said about the absolute carelessness with which the wearers of these so-called ornaments comport themselves in public vehicles. Turning and twisting this way and another, they must be aware that their feathers inconvenience their neighbours, but they go on as though no such idea has ever occurred to them. When the pin is a stiff brush, it is capable of real injury to the eyes of those sitting next its wearer. At the play, too, these aggressive ornaments are calculated to annoy the occupants of contiguous seats. Why not some little consideration for others?

THE HATPIN PROTECTOR.

More dangerous still is the unprotected hatpin, and particularly when the hat is so small that they stick out a couple of inches beyond it. Hats are very small this season, and in a jerky motor, one observes them with a nervous eye in every shop in London and probably in all other cities. They are easily adjusted and wear as long as the pin to which they are applied. The purchase and use of them being so simple, it seems an extraordinary thing that they should not be universally used. Lack of altruism, one supposes.

ABBREVIATED SKIRTS.

To be up-to-date, one must wear one's skirt shorter at the back than in the front. This is very suitable for walking in muddy weather. At the same time, the front is lightly caught up, and set in a fold below the waist, in order to give the look of fullness there, now required by fashion. The correct length of the walking skirt is that which allows it just to touch the instep. For evening wear it should be long enough to reach the toe of the slipper, and a very short gown that shows the ankles, or, it may be longer but cut away in a curve at either side.

SOME ETCETERAS.

The girdle blouse with the dressing-gown, was promoted to gowning party, and now has been adopted as a companion of the tailor-made costume. The belt has had vicissitudes. It used to encircle the normal waist. Then it rose a couple of inches and was worn a l'Empire. Suddenly it sank in front and rose high at the back. Now it is reversed

in position, being higher in front. But its great change is that of being worn round the hips. Some of the new coats, rather fuller than has been the fashion of late, has the belt in this position, holding in the fullness to the figure. The belt is folded silk, the coat in a very soft, warm cloth striped purple and deep grey. Warm coats are a necessity with the thin materials of the gowns. One of the latter is in grey broche with changing lights in the fullness of the skirt. The skirt is very slightly draped. The bodice opens in a slightly draped, filled in with lace and soft deep pink muslin, a line of rose-coloured silk edging in on either side of the pointed opening in front. A belt of rose-coloured velvet completes a charming dress, suitable for afternoon or demi-toilet in the evening.—X. and Z. in the *Globe*.

VESSELS EXPECTED.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Coblenz* left Sydney on the 18th November, at 2 p.m., and may be expected here on or about the 8th December.

The E. & A. str. *Eastern*, from Sydney, etc., left Port Darwin (via Manila), for this port on the 1st December, and may be expected to arrive here on or about the 15th December.

The N.Y.K. str. *Tango Maru* (Australasian Line) left Sydney for this port via ports on the 26th November, and is expected here on the 15th December, a.m.

THE ENGLISH MAIL.

The P. & O. str. *Della* left Singapore for this port on the 30th November, at 8 a.m., with the outward English mails, and is due here on the 5th December, at about 7 a.m.

THE GERMAN MAIL.

The I.G.M. str. *Hudlow*, carrying the German mails, with dates from Berlin of the 12th November, left Colombo on the 30th November, p.m., and may be expected here on or about the 11th December.

MERCHANT STEAMERS.

The Ben Line str. *Bencleuch*, from Leith, Middlesbrough, and London, left Singapore for this port on the 28th November, and may be expected to arrive here on or about 8th December.

The H.A.L. str. *Westphalia* left Tsingtau on the 30th November, p.m., and may be expected here on or about the 5th December, a.m.

The N.Y.K. str. *Hitachi Maru* (European Line) left Singapore for this port on the 30th November, and is expected here on the 5th December.

The N.Y.K. str. *Kawachi Maru* (Bombay Line) left Singapore for this port on the 29th November, and is expected here on the 5th December.

The N.Y.K. str. *Tosa Maru* (Calcutta Line) left Calcutta for this port via ports on the 18th November, and is expected here on the 7th December.

The N.Y.K. str. *Myasaki Maru* (European Line) left London for this port via ports on the 8th November, and is expected here on the 17th December.

The Swedish East Asiatic Co.'s str. *Ceylon* left Port Said on the 21st November, and is expected to arrive here on or about the 17th December.

The N.Y.K. str. *Penang Maru* (Bombay Line) left Bombay for this port via Singapore on the 30th November, and is expected here on the 18th December.

The N.Y.K. str. *Kanagawa Maru* (Calcutta Line) left Calcutta for this port via ports on the 1st December, and is expected here on the 20th December.

The N.Y.K. str. *Kitano Maru* (European Line) left London for this port via ports on the 22nd November, and is expected here on the 31st December.

The American and Manchurian Line str. *Kandahar* left New York on the 25th October, and is due here on or about the 15th December.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Wingong, from Shanghai, is due in Hongkong 6th December.

Hopong, from Chingwantao, is due in Hongkong 5th December.

Namang, from Calcutta, is due in Hongkong 12th December.

Yaching, from Calcutta, is due in Hongkong 15th December.

SHIRE LINE, LIMITED.

Meranthishire, from London, is due in Hongkong 20th December.

Monadnock, from Seattle, is due in Hongkong 11th December.

Monmouthshire, passed Canal, is due in Hongkong 27th December.

Mer of Glamis, from Seattle, is due in Hongkong 28th December.

Solweig, from Seattle, is due in Hongkong 3rd January.

PASSED THE CANAL.

October 17th—*Benvenue*, *Forst Bulow*.

October 24th—*Udhas*, *Annam*, *York*, *Brookvale*.

October 31st—*Agamemnon*, *Perseus*.

November 4th—*Bendleuch*, *China*, *Goldenfels*.

November 7th—*Salsuma*, *Baron Balfour*.

November 11th—*Nitachi Maru*, *Keemian*.

November 14th—*Indian*, *Nile Afghan Prince*.

November 18th—*Benlawers*, *Borneo*, *China*, *Glasne*, *Liberia*, *Sachsen*, *Merionethshire*.

November 21st—*Bulow*, *Ceylon*, *Derflinger*, *Silecia*, *Paul Lecat*.

November 25th—*Lennan*, *Myasaki Maru*, *Monmouthshire*, *Ningchow*, *Oanfa*, *Syria*, *Rudnorshire*.

November 28th—*Austria*, *Bensvorlich*, *Peleus*, *Ellen Rickmers*, *Idomenus*, *Phaeus*, *Atlantique*, *Nankin*.

December 2nd—*Benduram*, *Cyclops*, *Komo Maru*, *Peiko*, *Shimosa*, *Yeddo*, *Yunnan*, *Hoerde*, *Rheus*.

ARRIVALS AT HOME.

December 2nd—*Sachsen*.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CANDIA."

Arrived Hongkong on 28th November, 1913. From ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITTS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Co's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary within 6 hours. Goods not cleared within 8 days including date of arrival will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 a.m. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 28th November, 1913. AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"KAFUE."

Captain R. Leslie, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 8th inst., at 10 a.m. All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.

Hongkong, 1st December, 1913. 1391 "GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND SINGAPORE.

THE Steamship

"GLENSTRAE."

Captain Jas. McMillan, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, 6th Dec., at 10 a.m. All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Dec. will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 29th November, 1913. 1384

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SIMLA."

Arrived Hongkong on 29th November, 1913. From ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITTS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Co's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary within 6 hours. Goods not cleared within 8 days including date of arrival will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 a.m. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

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THE P. & O. S. N. Co.'s Steamer

"SIMLA."

Arrived Hongkong on 29th November, 1913. From ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITTS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Co's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary within 6 hours. Goods not cleared within 8 days including date of arrival will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 a.m. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 29th November, 1913. 1384

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SIMLA."

Arrived Hongkong on 29th November, 1913. From ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITTS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Co's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary within 6 hours. Goods not cleared within 8 days including date of arrival will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 a.m. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained. Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here. No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 4th Dec. will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th Dec., at 9.30 a.m. All Claims must reach us before the 11th Dec., or they will not be recognized. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents. Hongkong, 27th November, 1913. 14

NOTICE TO CONSIGNEES.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"CANTON."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained. Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here. No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 8th inst. will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 9.30 a.m. All Claims must reach us before the 12th inst., or they will not be recognized. Bills of Lading will be countersigned by the Undersigned.

ARTHUR NILSSON & Co., Agents. Hongkong, 1st December, 1913. 140

NOTICE TO CONSIGNEES.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

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ARTHUR NILSSON & Co., Agents. Hongkong, 1st December, 1913. 140

NOTICE TO CONSIGNEES.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

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ARTHUR NILSSON & Co., Agents. Hongkong, 1st December, 1913. 140

NOTICE TO CONSIGNEES.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION
COMPANY.STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEEN,
EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

Captain G. J. Caldwell, carrying His Majesty's Mails, will be despatched from this port for HONGKONG, on SATURDAY, the 6th December, 1913, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MONOTONIA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed by Bombay in the s.s. "PUNJAB" due in London on the 17th January, 1914.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. LEWETT,
Superintendent,
Hongkong, 24th November, 1913. [1]

REGULAR STEAMSHIP SERVICE
(WITH LIBERTY TO CALL AT THE MALABAR
COAST.)

PROPOSED SAILINGS FOR HONGKONG.
FOR HONGKONG AND N.W. YORK.
S.S. "MUNCASTER CASTLE" ...
On or about 6th Dec.

For Freight and further information, apply to—
DODWELL & Co., Ltd.,
Agents,
Hongkong, 1st December, 1913. [1316]

GLEN LINE (McGREGOR, GOW
& CO.), LTD.

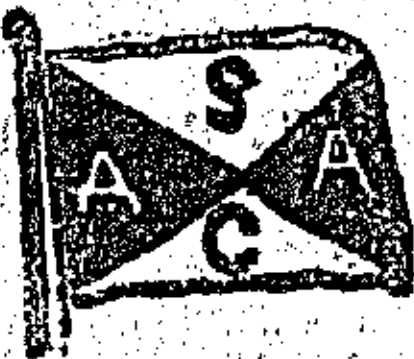
THE Steamship

"GLENLOCHY" (Capt. E. J. Stallard),
FOR GLASGOW, ROTTERDAM AND
ANTWERP.

This Steamer will be despatched for the above
Ports on 7th December.
These Vessels have excellent accommodation for
a few Saloon Passengers, all Cabins are
Amidships, and the Steamers fitted with Electric
Light and Fans in every cabin.
Attention is particularly directed to the
Moderate Rates charged, viz.:—
Saloon Passage, HONGKONG to LONDON,
GLASGOW, ANTWERP, or ROTTERDAM,
£40.

For freight or passage, apply to
SHEWAN, TOMES & Co.,
Agents,
Hongkong, 2nd December, 1913. [1229]

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA PORTS AND
SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "INDRA" ... On or about 13th Dec.
For Freight and further information
apply to—
SHEWAN, TOMES & Co.,
General Agents,
Hongkong, 20th November, 1913. [1341]

FOR EUROPE AND AMERICA,
INDIA, AUSTRALIA, &c.,
and for

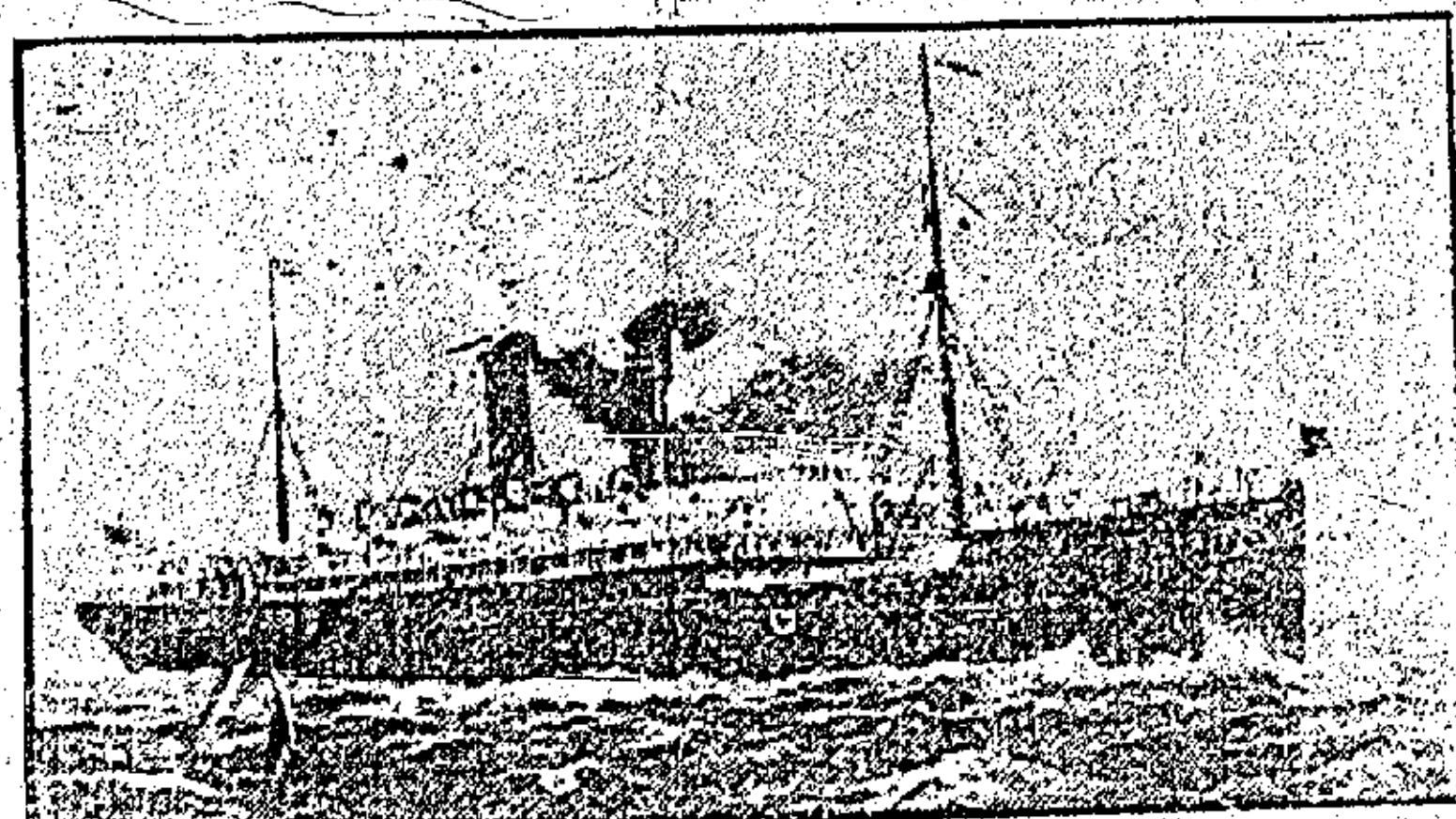
PRIVATE RESIDENTS AT THE OUTPOSTS,
A Comprehensive and Complete Record
of the
NEWS OF THE FAR EAST
is given in the

HONGKONG WEEKLY
PRESS.

with which is incorporated
THE CHINA OVERLAND TRAVEL REPORT.
Subscription, paid in advance,
\$12 per annum. Postage
2s to any part
of the World.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
FOR
STEAMERS TO SAIL
SANDAKAN ... Thursday, 4th Dec., 5 P.M.
SHANGHAI ... Friday, 5th Dec., 6 P.M.
MANILA ... Saturday, 6th Dec., 2 P.M.
SHANGHAI VIA FOCHOH ... Sunday, 7th Dec., 6 P.M.
SHANGHAI ... Monday, 8th Dec., 6 P.M.
MANILA ... Tuesday, 9th Dec., 2 P.M.
SHANGHAI ... Wednesday, 10th Dec., 6 P.M.
SHANGHAI ... Thursday, 11th Dec., 6 P.M.
SHANGHAI ... Friday, 12th Dec., 6 P.M.
SHANGHAI ... Saturday, 13th Dec., 6 P.M.
SHANGHAI ... Sunday, 14th Dec., 6 P.M.
SHANGHAI ... Monday, 15th Dec., 6 P.M.
SHANGHAI ... Tuesday, 16th Dec., 6 P.M.
SHANGHAI ... Wednesday, 17th Dec., 6 P.M.
SHANGHAI ... Thursday, 18th Dec., 6 P.M.
SHANGHAI ... Friday, 19th Dec., 6 P.M.
SHANGHAI ... Saturday, 20th Dec., 6 P.M.
SHANGHAI ... Sunday, 21st Dec., 6 P.M.
SHANGHAI ... Monday, 22nd Dec., 6 P.M.
SHANGHAI ... Tuesday, 23rd Dec., 6 P.M.
SHANGHAI ... Wednesday, 24th Dec., 6 P.M.
SHANGHAI ... Thursday, 25th Dec., 6 P.M.
SHANGHAI ... Friday, 26th Dec., 6 P.M.
SHANGHAI ... Saturday, 27th Dec., 6 P.M.
SHANGHAI ... Sunday, 28th Dec., 6 P.M.
SHANGHAI ... Monday, 29th Dec., 6 P.M.
SHANGHAI ... Tuesday, 30th Dec., 6 P.M.
SHANGHAI ... Wednesday, 31st Dec., 6 P.M.
SHANGHAI ... Thursday, 1st Jan., 6 P.M.
SHANGHAI ... Friday, 2nd Jan., 6 P.M.
SHANGHAI ... Saturday, 3rd Jan., 6 P.M.
SHANGHAI ... Sunday, 4th Jan., 6 P.M.
SHANGHAI ... Monday, 5th Jan., 6 P.M.
SHANGHAI ... Tuesday, 6th Jan., 6 P.M.
SHANGHAI ... Wednesday, 7th Jan., 6 P.M.
SHANGHAI ... Thursday, 8th Jan., 6 P.M.
SHANGHAI ... Friday, 9th Jan., 6 P.M.
SHANGHAI ... Saturday, 10th Jan., 6 P.M.
SHANGHAI ... Sunday, 11th Jan., 6 P.M.
SHANGHAI ... Monday, 12th Jan., 6 P.M.
SHANGHAI ... Tuesday, 13th Jan., 6 P.M.
SHANGHAI ... Wednesday, 14th Jan., 6 P.M.
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SHANGHAI ... Friday, 16th Jan., 6 P.M.
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SHANGHAI ... Sunday, 18th Jan., 6 P.M.
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SHANGHAI ... Thursday, 22nd Jan., 6 P.M.
SHANGHAI ... Friday, 23rd Jan., 6 P.M.
SHANGHAI ... Saturday, 24th Jan., 6 P.M.
SHANGHAI ... Sunday, 25th Jan., 6 P.M.
SHANGHAI ... Monday, 26th Jan., 6 P.M.
SHANGHAI ... Tuesday, 27th Jan., 6 P.M.
SHANGHAI ... Wednesday, 28th Jan., 6 P.M.
SHANGHAI ... Thursday, 29th Jan., 6 P.M.
SHANGHAI ... Friday, 30th Jan., 6 P.M.
SHANGHAI ... Saturday, 31st Jan., 6 P.M.
SHANGHAI ... Sunday, 1st Feb., 6 P.M.
SHANGHAI ... Monday, 2nd Feb., 6 P.M.
SHANGHAI ... Tuesday, 3rd Feb., 6 P.M.
SHANGHAI ... Wednesday, 4th Feb., 6 P.M.
SHANGHAI ... Thursday, 5th Feb., 6 P.M.
SHANGHAI ... Friday, 6th Feb., 6 P.M.
SHANGHAI ... Saturday, 7th Feb., 6 P.M.
SHANGHAI ... Sunday, 8th Feb., 6 P.M.
SHANGHAI ... Monday, 9th Feb., 6 P.M.
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SHANGHAI ... Wednesday, 11th Feb., 6 P.M.
SHANGHAI ... Thursday, 12th Feb., 6 P.M.
SHANGHAI ... Friday, 13th Feb., 6 P.M.
SHANGHAI ... Saturday, 14th Feb., 6 P.M.
SHANGHAI ... Sunday, 15th Feb., 6 P.M.
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SHANGHAI ... Sunday, 22nd Feb., 6 P.M.
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SHANGHAI ... Tuesday, 24th Feb., 6 P.M.
SHANGHAI ... Wednesday, 25th Feb., 6 P.M.
SHANGHAI ... Thursday, 26th Feb., 6 P.M.
SHANGHAI ... Friday, 27th Feb., 6 P.M.
SHANGHAI ... Saturday, 28th Feb., 6 P.M.
SHANGHAI ... Sunday, 29th Feb., 6 P.M.
SHANGHAI ... Monday, 30th Feb., 6 P.M.
SHANGHAI ... Tuesday, 1st Mar., 6 P.M.
SHANGHAI ... Wednesday, 2nd Mar., 6 P.M.
SHANGHAI ... Thursday, 3rd Mar., 6 P.M.
SHANGHAI ... Friday, 4th Mar., 6 P.M.
SHANGHAI ... Saturday, 5th Mar., 6 P.M.
SHANGHAI ... Sunday, 6th Mar., 6 P.M.
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SHANGHAI ... Tuesday, 8th Mar., 6 P.M.
SHANGHAI ... Wednesday, 9th Mar., 6 P.M.
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SHANGHAI ... Monday, 28th Mar., 6 P.M.
SHANGHAI ... Tuesday, 29th Mar., 6 P.M.
SHANGHAI ... Wednesday, 30th Mar., 6 P.M.
SHANGHAI ... Thursday, 31st Mar., 6 P.M.
SHANGHAI ... Friday, 1st Apr., 6 P.M.
SHANGHAI ... Saturday, 2nd Apr., 6 P.M.
SHANGHAI ... Sunday, 3rd Apr., 6 P.M.
SHANGHAI ... Monday, 4th Apr., 6 P.M.
SHANGHAI ... Tuesday, 5th Apr., 6 P.M.
SHANGHAI ... Wednesday, 6th Apr., 6 P.M.
SHANGHAI ... Thursday, 7th Apr., 6 P.M.
SHANGHAI ... Friday, 8th Apr., 6 P.M.
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SHANGHAI ... Thursday, 28th Apr., 6 P.M.
SHANGHAI ... Friday, 29th Apr., 6 P.M.
SHANGHAI ... Saturday, 30th Apr., 6 P.M.
SHANGHAI ... Sunday, 1st May, 6 P.M.
SHANGHAI ... Monday, 2nd May, 6 P.M.
SHANGHAI ... Tuesday, 3rd May, 6 P.M.
SHANGHAI ... Wednesday, 4th May, 6 P.M.
SHANGHAI ... Thursday, 5th May, 6 P.M.
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SHANGHAI ... Thursday, 30th Jun., 6 P.M.
SHANGHAI ... Friday, 1st Jul., 6 P.M.
SHANGHAI ... Saturday, 2nd Jul., 6 P.M.
SHANGHAI ... Sunday, 3rd Jul., 6 P.M.
SHANGHAI ... Monday, 4th Jul., 6 P.M.
SHANGHAI ... Tuesday, 5th Jul., 6 P.M.
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SHANGHAI ... Saturday, 30th Jul., 6 P.M.
SHANGHAI ... Sunday, 31st Jul., 6 P.M.
SHANGHAI ... Monday, 1st Aug., 6 P.M.
SHANGHAI ... Tuesday, 2nd Aug., 6 P.M.
SHANGHAI ... Wednesday, 3rd Aug., 6 P.M.
SHANGHAI ... Thursday, 4th Aug., 6 P.M.
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SHANGHAI ... Friday, 3rd May, 6 P.M.
SHANGHAI ... Saturday, 4th May, 6 P.M.
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SHANGHAI ... Friday, 10th May, 6 P.M

PACIFIC MAILSTEAMSHIP COMPANY.
THE AMERICAN LINE TO SAN FRANCISCO.

From HONGKONG calling at SHANGHAI or MANILA, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific). Through Service via NEW YORK to EUROPE.

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. CUISINE UNDER THE PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

Return Portion of Round Trip Tickets, available for Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of travelling by Rail between Ports of Kobe and Yokohama.

STEAMERS	Tons	Sailing	TUESDAY, 9th Dec.	at 1 p.m.
KOREA	18,000		TUESDAY, 16th Dec.	at 1 p.m.
SIBERIA	18,000		TUESDAY, 30th Dec.	at Noon
CHINA	16,200		TUESDAY, 6th Jan.	at 1 p.m.
MANCHURIA	27,000		SATURDAY, 10th Jan.	at 9.45 a.m.
NILE	11,000		TUESDAY, 27th Jan.	at 1 p.m.
MONGOLIA	27,000		SATURDAY, 7th Feb.	at Noon
PERSIA	9,000			

S.S. "CHINA," S.S. "NILE" and S.S. "PERSIA" will proceed to Manila and thence direct to Nagasaki.

HONGKONG-MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
30th Dec. ... CHINA	1st Jan.	20th Dec.	22nd Dec.
10th Jan. ... NILE	12th Jan.	26th Dec.	28th Dec.
7th Feb. ... PERSIA	9th Feb.	27th Jan.	29th Jan.

FOR FREIGHT OR PASSAGE, APPLY TO—

R. C. MORTON, AGENT.

KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.
Panama-Pacific International Exposition—San Francisco—1915.**BRITISH INDIA S. N. CO., LTD.**
APCAR LINE.REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD
S.S. "JAPAN," 6,013 tons, Captain C. P. Soden, will be despatched to YOKOHAMA, KOBE and MOJI on 13th December.

WESTWARD
S.S. "TORILLA," 5,205 tons, Captain C. J. Swanson, R.N.R., will be despatched for SINGAPORE, PENANG and CALCUTTA on 6th December.
S.S. "DILWARA," 5,328 tons, Captain G. N. Ramsay, R.N.R., will be despatched as above on 10th December.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to—

DAVID SASSOON & CO., LTD.,
HONGKONG, 2nd December, 1913. AGENTS.**SWEDISH EAST ASIATIC CO., LTD.**
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

DESTINATION	STEAMERS	TONS	DATE OF SAILING.
SHANGHAI, YOKOHAMA, "CEYLON"		9,000	On 17th Dec.
KOBE and MOJI			
COPENHAGEN, GOTHENBURG, "CEYLON"		9,000	About 15th Jan.
and BALIC PORTS			

For Freight and Further Particulars, apply to—
ARTHUR NILSSON & Co.,
YORK BUILDINGS, Top Floor.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.

For	STEAMER	To Sail.
SHANGHAI, KOBE AND	PAUL LEGAT	On 15th December.
YOKOHAMA	CORDILLERE	On 29th December.

HOMEWARD	STEAMER	On
MAURITIUS	Capt. Hourst	On 16th December.
MARSEILLES VIA PORTS	POLYNESIE	On 29th December.

TRANS SHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and BLACK SEA.
Through Tickets to LONDON via PARIS from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.
For further particulars apply to—
S. C. DE BUSSIERRE, ACTING AGENT,
QUEEN'S BUILDING.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.
From HONGKONG: "GUJARAT" 12th January, 1914.
23rd December, 1913.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and afford the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.
From Hongkong "SALAMIS" Middle of February, 1914.
First CLASS ACCOMMODATION FOR PASSENGERS.
Fitted with WIRELESS TELEGRAPHY.
For Rates of Freight and Passage, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.
HONGKONG TO CANTON. CANTON TO HONGKONG.
THURSDAY, 4th DEC., 1913.

8 a.m. FATSHAN. 8 a.m. KINSHAN.
10 p.m. KINSHAN. 5 p.m. HONAM.

FRIDAY, 5th DEC., 1913.
8 a.m. HONAM. 8 a.m. FATSHAN.
10 p.m. FATSHAN. 5 p.m. KINSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers. Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. HEUNGSHAN. S.S. SUI AN, Tons 1,651.

HONGKONG TO MACAO

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 7th DECEMBER, 1913.

The Company's New Steamship "TAISHAN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES:

SALOON Single \$3, Return \$5. 1st CLASS Single \$2, Return \$3. 2nd CLASS Single \$1, Return \$2. Staterooms—Saloon \$1 per person each way. 1st Class 50 cts. per person each way.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 45 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAIYAM, 568 tons, and S.S. NANTING, 568 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUL. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.**PHILIPPINES S.S. CO.**

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 13th Dec., 4 p.m.
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. CO., TOYO KISEN KAISHA, NORDDEUTSCHE LLOYD and EASTERN and AUSTRALIAN STEAMSHIP CO., LTD.
Electric Light. Fans in every Cabin. Competent Stewards Carried.
For Freight or Passage, apply to SHEWAN, TOMES & Co. General Managers.
Hongkong, 25th November, 1913. PHILIPPINES S.S. CO.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	Leaving
"PANAMA MARU"	J. Kango	WED'DAY, 10th Dec., at 1 p.m.
"SEATTLE MARU"	T. Sato	THURSDAY, 25th Dec., at 1 p.m.
"MEXICO MARU"	N. Kobayashi	WED'DAY, 7th Jan., at 1 p.m.
"CHICAGO MARU"	I. Goto	THURSDAY, 22nd Jan., at 1 p.m.
"CANADA MARU"	H. Yamamoto	
"TACOMA MARU"	T. Hamada	

† Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.
† Calling at MOJI, KOBE, YOKKAICHI and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

STEAMER	CAPTAIN	Leaving
"LUZON MARU"	K. Sakawa	WEDNESDAY, 10th Dec., a.m.
"SAIGON MARU"	T. Yamaguchi	FRIDAY, 26th Dec., 4 p.m.
"INDO MARU"	K. Komiya	

CHINA AND FORMOSA LINE.

FOR FOOCHEW VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	Leaving
"KAIJO MARU"	Y. Yamamoto	

FOR TAMSUI VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	Leaving
"DAIGI MARU"	S. Tokunaga	SUNDAY, 7th Dec., at 12 a.m.
"DAIJIN MARU"	K. Murakami	SUNDAY, 14th Dec., at 10 a.m.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	Leaving
"SOSHU MARU"	K. Tashira	WED'DAY, 10th Dec., at 8 a.m.

FOR CANTON.

STEAMER	CAPTAIN	Leaving
"SOSHU MARU"	K. Tashira	FRIDAY, 7th Dec.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soa Yip Wharf (near the Harbour Office, Praya Central).
For FURTHER INFORMATION, apply to—

Z. KAMIYA,

MANAGER,
Second Floor No. 1 Queen's Building.**NIPPON YUSEN KAISHA**

THE JAPAN MAIL STEAMSHIP CO.



PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and	KAGA MARU	12,500	WED'DAY, 17th Dec., at Daylight.
ANTWERP, via SINGA-	ATSUTA MARU	16,000	WED'DAY, 31st Dec., at D'light.
PORE, PENANG, COLOMBO, SUEZ and PORT SAID	SADO MARU	12,500	TUESDAY, 16 Dec., at Noon.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	YOKOHAMA MARU	12,500	TUESDAY, 30th Dec., at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU	9,300	WED'DAY, 17th Dec., at Noon.
	TANGO MARU	13,500	WED'DAY, 14th Jan., at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON	CEYLON MARU	12,000	SATURDAY, 13th December.
BOMBAY via SINGAPORE, and COLOMBO	COLOMBO MARU	12,500	MONDAY, 8th December.
KOBE and YOKOHAMA	HITACHI MARU	12,500	SATURDAY, 6th Dec., at Noon.
SHANGHAI, MOJI and KOBE	KAWACHI MARU	12,500	SATURDAY, 6th December.
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU	13,500	WED'DAY, 17th Dec., at 11 a.m.
SHANGHAI, KOBE and YOKOHAMA	TOSA MARU	12,000	TUESDAY, 9th December.

§ Fitted with New System of Wireless Telegraphy.

PASSENGER SEASON—1914.

STEAMER.	TONS	SAILS	WEDNESDAY
MYASAKI MARU	16,000	"	28th January.
KITANO	16,000	"	11th February.
IYO	12,500	"	25th February.
HIRANO	16,000	"	11th March.
KATOBI	20,000	"	28th March.
KAMO	16,000	"	8th April.
KASHIMA	20,000	"	22nd April.

STEAMER.	TONS	SAILS	TUESDAY
SHIDZUKA MARU	12,500	"	27th January.
TAMBA	12,500	"	10th February.
AKI	12,500	"	24th February.
SADO	12,500	"	10th March.
YOKOHAMA	12,500	"	24th March.
AWA	12,500	"	7th April.

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

11-12-13

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1914.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "Oriental" leaves YOKOHAMA	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON (1 day later)
	COLOMBO.	6 p.m. Tues.	Noon. Satur.			
Jan. 8	EGYPT	Jan. 13 Jan. 17	MOOLTAN	Saturday	Feb. 14	Feb. 20
Jan. 22	DEVANHA	Jan. 27 Jan. 31	MOREA	Feb. 28	Mar. 6	
Feb. 5	CHINA	Feb. 10 Feb. 14	MALJOA	Mar. 14	Mar. 20	
Feb. 19	ASSAYE	Feb. 24 Feb. 28	MARMORA	Mar. 28	Apr. 3	
Mar. 5	INDIA	Mar. 10 Mar. 14	MOLDAVIA	Apr. 11	Apr. 17	
Mar. 19	DEVANHA	Mar. 24 Mar. 28	MEDINA	Apr. 25	May 1	
Apr. 2	ARADIA	Apr. 7 Apr. 11	MONGOLIA	May 9	May 15	
Apr. 16	DELTA	Apr. 21 Apr. 25	MALWA	May 23	May 29	
Apr. 30	ASSAYE	May 5 May 9	MOOLTAN	June 6	June 12	

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows—	LONDON	MARSEILLES
1st Saloon "A" Accommodation Single	£55. Return £97.	£55. Return £97.
"B" " " " " " "	£52. " £94.	£52. " £94.
2nd Saloon "A" " " " " " "	£40. " £80.	£40. " £80.
"B" " " " " " "	£38. " £76.	£38. " £76.
1st Saloon "A" Accommodation Single	£61. Return £91.	£61. Return £91.
"B" " " " " " "	£58. " £88.	£58. " £88.
2nd Saloon "A" " " " " " "	£42. " £84.	£42. " £84.
"B" " " " " " "	£39. " £78.	£39. " £78.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

STEAMERS.	Leave YHAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Leave MARSEILLES	Due at LONDON
BORNEO	about Jan. 6	about Jan. 17	about Jan. 21	about Jan. 27	about Feb. 23	about Mar. 4
NANKIN	about Jan. 20	about Jan. 31	about Feb. 4	about Feb. 10	about Mar. 9	about Mar. 18
NYANZA	about Feb. 3	about Feb. 14	about Feb. 18	about Feb. 24	about Mar. 23	about Apr. 1
NOBE	about Feb. 17	about Feb. 28	about Mar. 4	about Mar. 10	about Apr. 2	about Apr. 15
NILE	about Mar. 3	about Mar. 14	about Mar. 18	about Mar. 24	about Apr. 21	about Apr. 30
MAIWA	about Mar. 17	about Mar. 28	about Apr. 1	about Apr. 7	about May 5	about May 14
SUMATRA	about Mar. 31	about Apr. 11	about Apr. 15	about Apr. 21	about May 19	about May 28
NUBIA	about Apr. 14	about Apr. 25	about Apr. 29	about May 5	about June 3	about June 12
NAMUR	about Apr. 28	about May 9	about May 13	about May 20	about June 18	about June 27

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:
1st Saloon £55 Single, £95 Return.
2nd Saloon £35 Single, £70 Return.

FARES TO MARSEILLES:
1st Saloon £45 Single, £85 Return.
2nd Saloon £30 Single, £60 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%
For Further Particulars, apply to—

E. A. HEWETT,

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA	About 6th Dec.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ASSAYE	Noon, 6th Dec.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MAISELLES	SUNDA	About 10th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBÉ, BORNEO AND YOKOHAMA	Capt. P. S. Rim, R.N.R.	About 14th Dec.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent

Hongkong, 2nd December, 1913.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"LUCHOW"	On 4th Dec., 4 P.M.
SHANGHAI & TSINGTAU	"PAOTING"	On 6th Dec., 4 P.M.
MANILA, CEBU AND ILOILO	"TEAN"	On 9th Dec., 4 P.M.
SHANGHAI	"KANCHOW"	On 9th Dec., 4 P.M.
SHANGHAI	"ANHUI"	On 11th Dec., 4 P.M.
HAIPHONG	"SUNGKIANG"	On 12th Dec., 10 A.M.
SHANGHAI & TSINGTAU	"CHENAN"	On 13th Dec., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amiships; Electric Fans fitted; Extra State-rooms on Deck; aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCHOW" in the having excellent accommodation with Electric Light throughout and Electric Fans in the dining saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton. The SUNDAY N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 4th December, 1913.

TELEPHONE 35.

AGENTS.

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or).

MAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBÉ AND YOKOHAMA:	
S.S. JEANARA	16th Dec.
S.S. SILEZIA	20th Dec.
S.S. PREUSSEN	30th Dec.
S.S. O. J. D. AILERS	9th Jan.
S.S. BELCHAVIA	13th Jan.
S.S. SPERIA	23rd Jan.
S.S. SCANDIA	9th Feb.
S.S. HOERDE	24th Feb.
S.S. BAYERN	2nd Mar.

HOMEWARD.

FOR MARSEILLES, HAVRE & HAMBURG:	
S.S. UCKERMARK	4th Dec.
FOR MARSEILLES, BREMEN & HAMBURG:	
S.S. WESTPHALIA	5th Dec.
FOR ROTTERDAM, HAMBURG & ANTWERP:	
S.S. BRASILIA	15th Dec.
FOR HAVRE, BREMEN & HAMBURG:	
S.S. ISTRIA	20th Dec.
FOR MARSEILLES, ROTTERDAM & HAMBURG:	
S.S. FUERST BUELOW	27th Dec.
FOR HAVRE, BREMEN & HAMBURG:	
S.S. ALTMARK	28th Dec.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 4th December, 1913.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Borch	FRIDAY, 5th Dec., at 11 A.M.
"HAIKONG"	Capt. W. C. P. Moore	TUESDAY, 9th Dec., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 12th Dec., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 5 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. J. W. Evans	SUNDAY, 7th Dec., at 10 A.M.
		WEDNESDAY, 10th Dec., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LARRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 4th December, 1913.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	15th Dec.	On 11th Dec., 10 A.M.
EASTERN	3rd Jan.	On 2nd Jan., 10 A.M.
ALDENHAM	24th Jan.	On 13th Feb., 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

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TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed	Leave Hongkong
SHINYO MARU	22,000—21 knots	THURS., 4th Dec.
CHIYO MARU	22,000—21 knots	MON., 22nd Dec.
NIPPON MARU	11,000—18 knots	WED. DAY, 14th Jan.
TENYO MARU	22,000—21 knots	SATUR., 17th Jan.
HONGKONG MARU	11,000—18 knots	TUESDAY, 10th Feb.

* via MANILA. Omitting Shanghai.
All Steamers will be despatched at Noon.

FIRST CLASS TO LONDON	£71.10	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60.	" " " " £96.10.
" " " " SAN FRANCISCO	£45.	" " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Leave Hongkong
ANYO MARU	18,500—15 knots	WEDNESDAY, 10th Dec., Noon.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.

SAN FRANCISCO

SCENIC ROUTE

TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC DENVER AND RIO GRANDE. MAIL SHIP SERVICE.

	Tonnage	Speed
S.S. TENYO MARU	22,000	21 knots.
S.S. CHIYO MARU	22,000	21 "
S.S. SHINYO MARU	22,000	21 "
S.S. NIPPON MARU	11,000	18 "
S.S. HONGKONG MARU	11,000	18 "

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom. Brass Beds, Porcelain Bathrooms, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unexcelled Cuisine.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Liners connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourist Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans. Union Depots. New Lands, Cities and Scenes—Hundreds of Miles through the Gorgeous Scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points. When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 628.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUVA AND PORT SAID.
S.S. "AFRICA," 3,640 tons, will leave as above on 15th Dec., at 4 P.M.
Superior accommodation for 1st and 2nd Class passengers, no extra, no tips, no inside Cabins.

FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA SINGAPORE (CALCUTTA), COLOMBO, ADEN, SUVA AND PORT SAID.

S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 31st December.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surplus. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London BY SIMPLON EXPRESS.
Via Venice, Milan, St. Gotthard, Lausanne, Paris, Calais or Boulogne, Class I £28.15, II £21.6.

Via Venice, Milan, St. Gotthard, Lausanne, Paris, Calais or Boulogne, Class I £28.15, II £21.6.

Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £29.11, II £25.9.

Via Munich, Cologne, Hook or Flushing, Class I £29.11, II £25.9.

TO SHANGHAI.
S.S. "KOEBER," 9,900 tons, will leave as above on 2nd January, at 6 A.M.
FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.
S.S. "CHINA," 11,000 tons, will leave as above about 1st January.Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.
SANDER, WIELER & Co., AGENTS,
Hongkong, 2nd December, 1913.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"YORCK"	17,000	Wed. day 10th Dec., at 10 A.M.
SHANGHAI, TSINGTAU, KOBÉ and YOKOHAMA	"BUELOW"	16,900	About Thursday, 11th Dec.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ"	6,750	Saturday, 27th Dec., at 9 A.M.
KOBÉ	"COBLENZ"	6,750	About Tuesday, 9th Dec.

All the Steamers of the European Line are fitted with Wireless Telegraphy Now System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELOCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 1st December 1913

PASSENGER SEASON 1914. NORDDEUTSCHER LLOYD. BREMEN. TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT	ON FEBRUARY 3RD.
* "PRINZ LUDWIG"	18,300 TONS	ON FEBRUARY 18TH.
"GOEBEN"	17,300	ON FEBRUARY 18TH.
* "DERFFLINGER"	17,250	ON MARCH 3RD.
"KLEIST"	17,000	ON MARCH 18TH.
* "PRINZ EITEL FRIEDRICH"	17,000	ON MARCH 31ST.
"YORK"	17,000	ON APRIL 15TH.
* "PRINZESS ALICE"	20,300	ON APRIL 28TH.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, please apply to
MELOCHERS & Co., GENERAL AGENTS,
NORDDEUTSCHER LLOYD, BREMEN.

Hongkong, 10th October, 1913.

SHIPPING IN PORT.

STEAMERS.	
CANTON, Swedish str., 3,133, J. M. Renstrom, 1st December—Sabang 22nd November, General—Arthur Nilsson & Co.	
CHINGCHOW, British str., 1,195, Doyle, 30th November—Kwang Yen 26th November, Cement Stone—Shewan, Tomes & Co.	
CHIVUN, Chinese str., 1,177, W. S. Ross, 29th November—Shanghai 25th November, General—C. M. S. N. Co.	
CHOYBANG, British str., 1,242, Courtney, 1st December—Swan 30th November, General—Jardine, Matheson & Co.	
DUNRA, British str., 3,403, E. G. M. Dickinson, 28th November—Calcutta 13th November, General—David Sassoon & Co.	
ELBERT, German str., 991, Bing, 1st December—Hohow 30th November, General—Jensen & Co.	
EMPEROR OF ASIA, British str., 16,908, S. Robertson, 24th November—Vancouver 5th November, General—Canadian Pacific Railway Co.	
FOOSHING, British str., 1,423, J. M. Hay, 30th November—Bangkok 20th November, Rice—Jardine, Matheson & Co.	
GEORGI, Russian str., 7,775, Osab, 28th Nov.—Newchwang —, General—Siemens & Co.	
GLENSTRAC, British str., 3,054, J. McGillivray, 29th November—Singapore 20th November, General—Shewan, Tomes & Co.	
HANOI, French str., 739, Ch. Le Chevalier, 26th November—Pakhoi 25th November, General—A. B. Marty.	
HUE, French str., 910, A. Cornelissen, 1st December—Kwang-chow-wan 30th November, General—A. B. Marty.	
ISORE MARU, Japanese str., 1,859, Hayashi, 2nd December—Mikie 26th November, Coal—Mitsui Bussan Kaisha.	
KAPUT, British str., 2,933, —, 1st December—Colombo 15th November, Case Oil—Standard Oil Co.	
KATIE, German str., 1,209, P. E. Christensen, 27th November—Hongay 14th November, Coal—Jensen & Co.	
KOREA, American str., 5,951, A. W. Nelson, 29th Nov.—San Francisco 29th Oct., General—Pacific Mail S.S. Co.	
KYONO MARU, Japanese str., 1,926, Moriaki, 1st December—Newchwang 25th November, Coal—Mitsui Bussan Kaisha.	
LOONGSANG, British str., 1,030, W. G. G. Leask, 2nd December—Manila 20th November, General—Jardine, Matheson & Co.	
LUCHOW, British str., 1,220, Meathrel, 30th November—Shanghai 27th November, General—Butterfield & Swire.	
MACHW, German str., 906, R. Zellner, 26th November—Bangkok 21st Nov. Rice—Butterfield & Swire.	
MICHAEL JENSEN, German str., 951, J. Jacobsen, 30th November—Bangkok 29th November, Rice—Chinese.	
MISHIMA MARU, Japanese str., 8,500, F. L. Sommer, 1st December—Yokohama 19th November, General—Nippon Yusen Kaisha.	
M. S. DOLLAR, British str., 2,674, J. J. Gear, 30th November—Manila 20th November, General—Robert Dollar Co.	
PANAMA MARU, Japanese str., 2,750, J. Kanoe, 26th November—Shanghai 27th November, General—Osaka Shosen Kaisha.	
PETROBAR, German str., 1,047, Gesevich, 26th November—Hongay 27th November, Coal—Butterfield & Swire.	
PING SUY, British str., 4,418, Bie, 2nd December—Singapore 26th November, General—Butterfield & Swire.	
PONGTONG, German str., 990, W. Boteluh, 30th November—Bangkok 20th November, Rice and Teakwood—Butterfield & Swire.	
RANGOON MARU, Japanese str., 3,188, Date, 2nd December—Singapore 26th November, General—Nippon Yusen Kaisha.	
SABINE RICKMERS, Dutch str., 573, Jagt, 30th November—Swatow 20th November, Ballast—Asiatic Petroleum Co.	
SAIGON MARU, Japanese str., 3,311, T. Yamaguchi, 30th November—Singapore 21st November, General—Osaka Shosen Kaisha.	
SETUS, Norwegian str., 685, D. Hovbender, 26th November—Bangkok 19th Nov. Rice—Chinese.	
SAMBA, German str., 4,765, W. Hesselmann, 1st December—Shanghai 26th November, General—Hamburg Amerika Linie.	
SEANG BEE, British str., 3,784, J. Travis, 1st December—Rangoon 26th November, General—Chinese.	
SHINYO MARU, Japanese str., 7,226, H. S. Smith, 29th November—San Francisco 30th Oct., General—Toyo Kisen Kaisha.	
TAIZAN MARU, Japanese str., 2,905, Sugoto, 30th November—Dairen 24th November, Coal—Mitsui Bussan Kaisha.	
TEHEMACHUS, British str., 1,450, Fraser, 20th November—Singapore 23rd Nov., General—Chinese.	
TJIMARI, Dutch str., 3,515, J. R. Buys, 2nd December—Kwang-chow-wan 30th Nov. Coal—Java-China-Japan Lijn.	
TOYOYA MARU, Japanese str., 1,617, K. Kobayashi, 2nd December—Wakamatsu 26th November, Coal—Mitsui Bishi Goshi Kaisha.	
TROCAS, British str., 2,557, Pearson, 28th November—Tsingtau 21st November, Ballast—Asiatic Petroleum Co.	
WONGKUI, German str., 1,115, H. Oltmanns, 2nd December—Saigon 26th November, Rice—Butterfield & Swire.	
WUHU, British str., 1,358, Howard, 28th November—Newchwang 20th November, General—Butterfield & Swire.	

LATEST STEAMER MOVEMENTS.

The I.G.M. str. Princess Alice, which left here on the 26th November, arrived at Shanghai on the 1st December, at 3 p.m.

The Russian str. Australia left Shanghai on the 3rd December, p.m., for this port, and is due to arrive here on or about the 7th December.

The P.M. str. Siberia, carrying the United States mails, sailed from Yokohama on the 30th November, for Hongkong via Shanghai, and is due here on the 8th December.

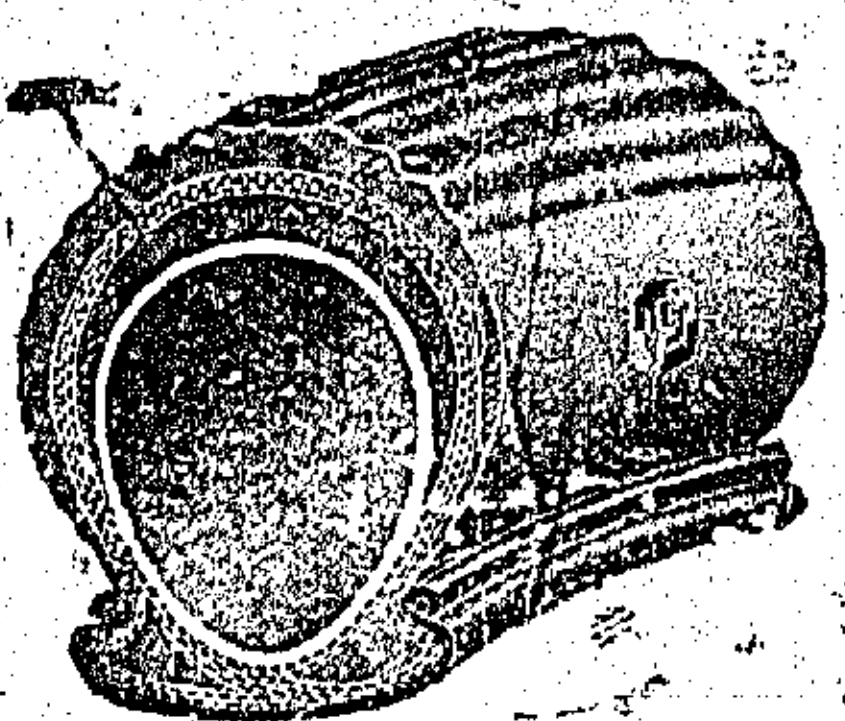
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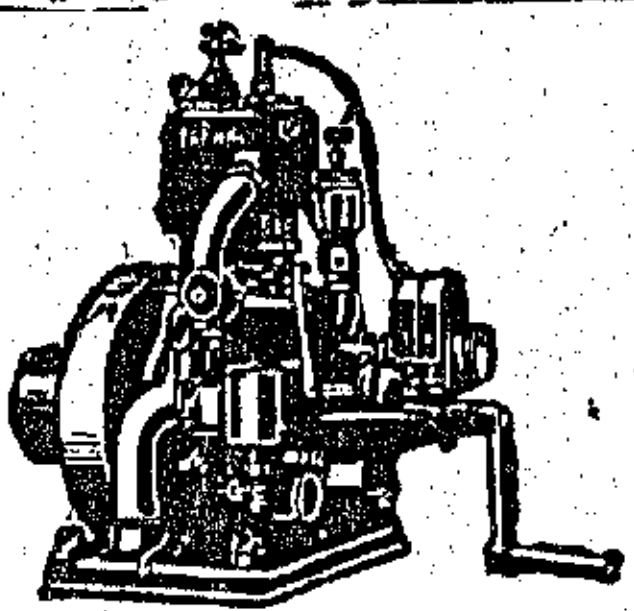
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AGENT:

HUGO C. A. FROMM.

Hongkong, 1st December, 1913.

[44-35]



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[44-47]

Hongkong, 1st December, 1913.

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BRIGHT

DURABLE

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EHRICH & GRAETZ, BERLIN.
HUGO C. A. FROMM,
GENERAL AGENT.

Hongkong, 1st December, 1913.

[44-19]

POST OFFICE NOTICE.

CHRISTMAS MAIL

The Public are informed that the Christmas Mail to the United Kingdom and Countries beyond will be closed at this Office at 10.30 a.m., on the 4th instant, and is due to reach London on the 24th December.

It is requested that the posting may be done as early as possible.

* Specially superscribed correspondence only.

The Delta, with the ENGLISH MAIL, left Singapore on Sunday, 30th ult., at 8 a.m., and is due to arrive here to-morrow, at 7 a.m. This packet brings the Parcel Mails closed in London for despatch by the all sea route on the 29th Oct. and for despatch overland on the 5th ult.

The Assaye, with the MAILS FROM LONDON (via Siberia) of Saturday, the 15th ult., is due to arrive here to-morrow.

FOR	PER	DATE
Batavia	Phuamphen	Thursday, 4th, 8.00 A.M.
Philippine Islands	Uckermar	Thursday, 4th, 9.00 A.M.
Hankow and Bangkok	Michael Jensen	Thursday, 4th, 10.00 A.M.
Hankow	Selma	Thursday, 4th, 10.00 A.M.
*SFA. CHAI, *NORTH CHINA, *JAPAN via		
*NAGASAKI, HOKKAI, *CANADA,		
*UNITED STATES and *SOUTH AMERICA		
via *SAN FRANCISCO		
Fort Bayard, Haiphong, Pakhoi and Saigon	Shinyo Maru	Thursday, 4th, 10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via		
NAGASAKI, UNITED STATES, SOUTH		
AMERICA and CANADA via VANCOUVER		
(EUROPE via SIBERIA)		
Shanghai and North China	Luchow	Thursday, 4th, 4.00 P.M.
Sundakan	Hinang	Thursday, 4th, 4.00 P.M.
Japan via Kobe	Taiwan	Thursday, 4th, 5.00 P.M.
Swatow	Pongtong	Thursday, 4th, 5.00 P.M.
Dairen	Taiwan Maru	Thursday, 4th, 5.00 P.M.
*Shanghai and North China	Choyan	Thursday, 4th, 5.00 P.M.
Swatow, Amoy and Foochow	Haitan	Friday, 5th, 10.00 A.M.
Pakhoi, Haiphong and Saigon	Hanoi	Friday, 5th, 11.00 A.M.
Shanghai and North China	Kufne	Friday, 5th, 4.00 P.M.
SHANGHAI and NORTH CHINA		
(EUROPE via SIBERIA)		
Bangkok	Yi Loony	Friday, 5th, 5.00 P.M.
Batavia, Cheribon, Samarang, Sourabaya	Tjitaroom	Saturday, 6th, 10.00 A.M.
and Macassar		
Japan via Kobe	Hitachi Maru	Saturday, 6th, 10.00 A.M.
SEIKATSU, BURMAH, Ceylon, ADELPHI		
WESTERN AUSTRALIA, INDIA, ADELPHI		
EGYPT, and EUROPE via BRISTOL		
(Leave London 1.00 to Noon, Extra		
Rate 10 cents)		
(Supplementary mail on board up to the		
time fixed for departure of the mail,		
Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes		
in time for the first clearance will be		
included in this contract mail.)		
The Parcel mail will be closed		
to-morrow, at 5 p.m.		
Philippine Islands	Loongang	Saturday, 6th, 1.00 P.M.
Shanghai, North China and Tientsin	Peking	Saturday, 6th, 5.00 P.M.
(EUROPE via SIBERIA)		
Swatow, Shanghai and North China	Swatow	Sunday, 7th, 9.00 A.M.
Swatow, Amoy and Formosa via Tamsui	Daigai Maru	Sunday, 7th, 9.00 A.M.
Shanghai and North China	Wingyang	Monday, 8th, 5.00 P.M.
Swatow, Amoy and Foochow	Haitan	Tuesday, 9th, 10.00 A.M.
*SHANGHAI, *NORTH CHINA, *JAPAN via		
*NAGASAKI, HOKKAI, *CANADA,		
*UNITED STATES and *SOUTH AMERICA		
via *SAN FRANCISCO		
Philippine Islands	Tea	Tuesday, 9th, 3.00 P.M.
Shanghai and North China	Kanchow	Tuesday, 9th, 3.00 P.M.
STRAITS, BURMAH, Ceylon, ADELPHI,		
WESTERN AUSTRALIA, INDIA, ADELPHI,		
EGYPT, and EUROPE via NAPLES		
Swatow	Haitan	Wednesday, 10th, 10.00 A.M.

COMMERCIAL

CLOSING QUOTATIONS.

December 3rd

ON LONDON:	
Telegraphic Transfer	1/11 1/2
Bank Bills, on demand	1/11 1/2
Bank Bills, at 30 days sight	1/11 1/2
Bank Bills, at 4 months sight	1/11 1/2
Credits, at 4 months sight	1/11 1/2
Documentary Bills, on demand	1/11 1/2
ON PARIS:	
Bank Bills, on demand	45 1/2
Credits, at 4 months sight	50 1/2
ON GERMANY:	
On demand	199
ON NEW YORK:	
Bank Bills, on demand	47 1/2
Credits, at 60 days sight	48 1/2
ON BOMBAY:	
Telegraphic Transfer	144 1/2
Bank, on demand	144 1/2
ON CALCUTTA:	
Telegraphic Transfer	144 1/2
Bank, on demand	144 1/2
ON SHANGHAI:	
Bank, at sight	74 1/2
Private, 30 days sight	74 1/2
ON YOKOHAMA:	
On demand	94 1/2
ON MANILA:	
On demand	95 1/2
ON SINGAPORE:	
On demand	82 1/2
ON BATAVIA:	
On demand	117 1/2
ON HAIKONG:	
On demand	1 1/2 pm
ON SAIGON:	
On demand	2 1/2
ON BANGKOK:	
On demand	2 1/2
SOVEREIGNS, Bank's Buying Rate	\$11.25
GOLD LEAF, 100 fine, per tola	\$54.00
SILVER, per oz.	26 1/2

SUBSIDIARY COINS.

Chinese	20 cents pieces	\$9.10 discount
Chinese	10 "	\$9.35 "
Hongkong	20 "	\$6.50 "
Hongkong	10 "	\$6.90 "

MAILS VIA SIBERIA.

London	21st	Shanghai
November 14th		November 29th
November 15th		December 1st

SHARE LIST—QUOTATIONS.

HONGKONG, 3rd DECEMBER, 1913.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$790, sales (L'don \$79 10/-)	5 1/2 p.c.
China Bank Corporation, Limited	60,000	\$12	all	\$9 1/2, buyers	8 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$5	all	\$4 1/2, buyers	7 1/2 p.c.
China Provident Loan and Mortgage Co., Ltd.	200,000	\$10	all	\$8 1/2, buyers	
COTTON MILLS.—					
Ewo Cotton Spinning & Weaving Co., Ltd.	90,000	Tls. 50	all	Tls. 143, sellers	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$9, sellers	
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$27, buyers	5 p.c.
DOCK AND WHARVES.—					
Hongkong & Wharves & G. Co., Ltd.	60,000	\$50	all	\$9 1/2, sellers	5 p.c.
Hongkong and Wharves Dock Co., Ltd.	50,000	\$50	all	\$75, buyers	5 p.c.
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$8 1/2, buyers	7 1/2 p.c.
S'hai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 54	
S'hai and Hongkong Wharf Co., Ltd.	35,000	Tls. 100	all	Tls. 100	
Green Island Cement Co., Limited	400,000	\$10	all	\$4 1/2, buyers	4 p.c.
Hongkong Electric Co., Limited	60,000	\$10	all	\$125	5 p.c.
Hongkong Hotel Company Limited	8,000	\$50	\$25	\$66, buyers	
Manila Metropole Hotel, Limited	15,000	P. 10	all	P. 8, sellers	
Hongkong Ice Company, Limited	5,000	\$25	all	\$154, buyers	5 1/2 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$22 1/2	9 1/2 p.c.
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$2	
Hongkong Tramway Co., Ltd.	325,000	\$5	all	\$10	
INSURANCE.—					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$350, buyers	6 p.c.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$161, buyers	6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$15	\$5	Tls. 123	7 1/2 p.c.
North China Insurance Co., Limited	10,000	\$250	\$100	\$310	6 1/2 p.c.
Union Insurance Society, Limited	12,400	\$100	\$50	\$192 1/2, @ Ex 73	
Yangtze Insurance Association, Ltd.	12,000	\$100	\$50	\$192 1/2, @ Ex 73	
LANDS AND BUILDINGS.—					
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$113, sales	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$200	
Hongkong Estate and Finance Co., Ltd.	150,000	\$10	all	\$9 1/2, sales	5 1/2 p.c.
Hongkong Land and Building Co., Ltd.	6,000	\$50	\$30	\$45	7 p.c.
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50	all	Tls. 94	
West Point Building Co., Limited	12,500	\$50	all	\$70, sellers	5 1/2 p.c.
Maatschappij tot Exploitatie van Landbouw	25,000	Gds. 10	all	Tls. 25, buyers	
MINING.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$2	all	\$5	
Heawood Tin and Rubber Estate, Ltd.	822,000	\$2	all	\$26, buyers	
Rasb Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$3, buyers	
Troch Mines, Limited	150,000	\$1	all	\$426	
Peak Tramways Co., Limited	25,000	\$10	all	\$101	7 1/2 p.c.
Philippine Co., Limited	75,000	\$10	all	\$5	
Pulpes et Papeteries du Tonkin Societe des	13,200	\$50	all	\$20, sellers	
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$99, sellers	3 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$180	all	\$33, sellers	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$30, sales	5 p.c.
Douglas Steamship Co., Limited	25,000	\$50	all	\$30, sellers	
H'kong, Canton & Macao S.B. Co., Ltd.	20,000	\$15	all	\$23 1/2, buyers	7 1/2 p.c.
Indo-China Steam Navigation Co., Ltd.	60,000 pref. 60,000 ord.	\$25	all	\$82, (L'don rel. 23 7/8, 6d.)	
Shell Transport & Trading Co., Ltd.	2,500,000	\$1	all	\$44 1/2, buyers	6 p.c.
South China Morning Post, Limited	40,000	\$10	all	\$44 1/2, buyers	3 1/2 p.c.
Steam Laundry Company, Limited	6,000	\$25	all	\$22, sellers	
STORES AND DISPENSARIES.—					
Powell, Wm., Limited	15,000	\$7	all	\$9 1/2, sellers	4 p.c.
Watson & Co., A.S., Limited	90,000	\$10	all	\$9 1/2, buyers	
Union Waterboat Co., Limited	50,000	\$10	all	\$17 1/2	5 1/2 p.c.

Para Rubber in London

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Interest 7% p. annum

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VERNON & SMYTH, Share Brokers.

TO-DAY

12.15 p.m.—Hongkong and South China Steam

Fisheries Co., Ltd., Extraordinary General

Meeting.

TO-NIGHT

9.15 p.m.—Organ Recital at St. Andrew's

Church, Kowloon.

FORTHCOMING EVENTS.

Wednesday, 10th Dec.

11 a.m.—Auction of H.M.S. "Handy" and

H.M.S. "Juno" on Board, by Messrs.

Hughes & Hough.

ON SALE.

BOUND VOLUMES OF THE HONGKONG

WEEKLY PRESS, JANUARY TO JUNE,

1913. With Index. Price \$7.50.

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Hongkong, 30th July, 1913.

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OF THE MEETINGS OF THE

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Session 1912.

REVISED BY THE MEMBERS.

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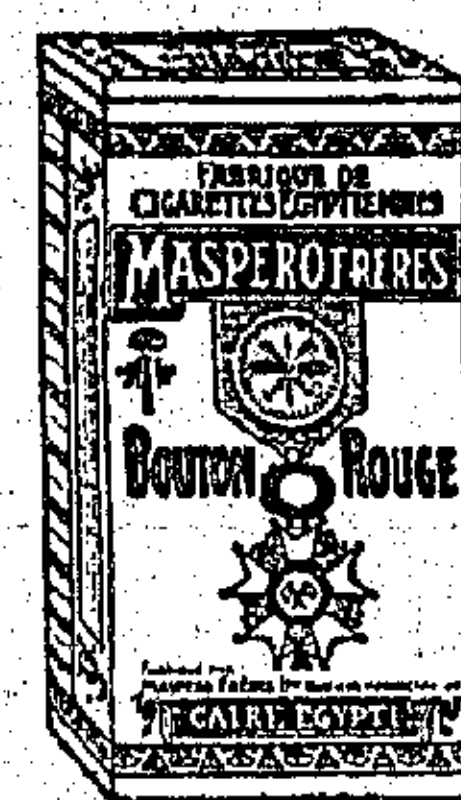
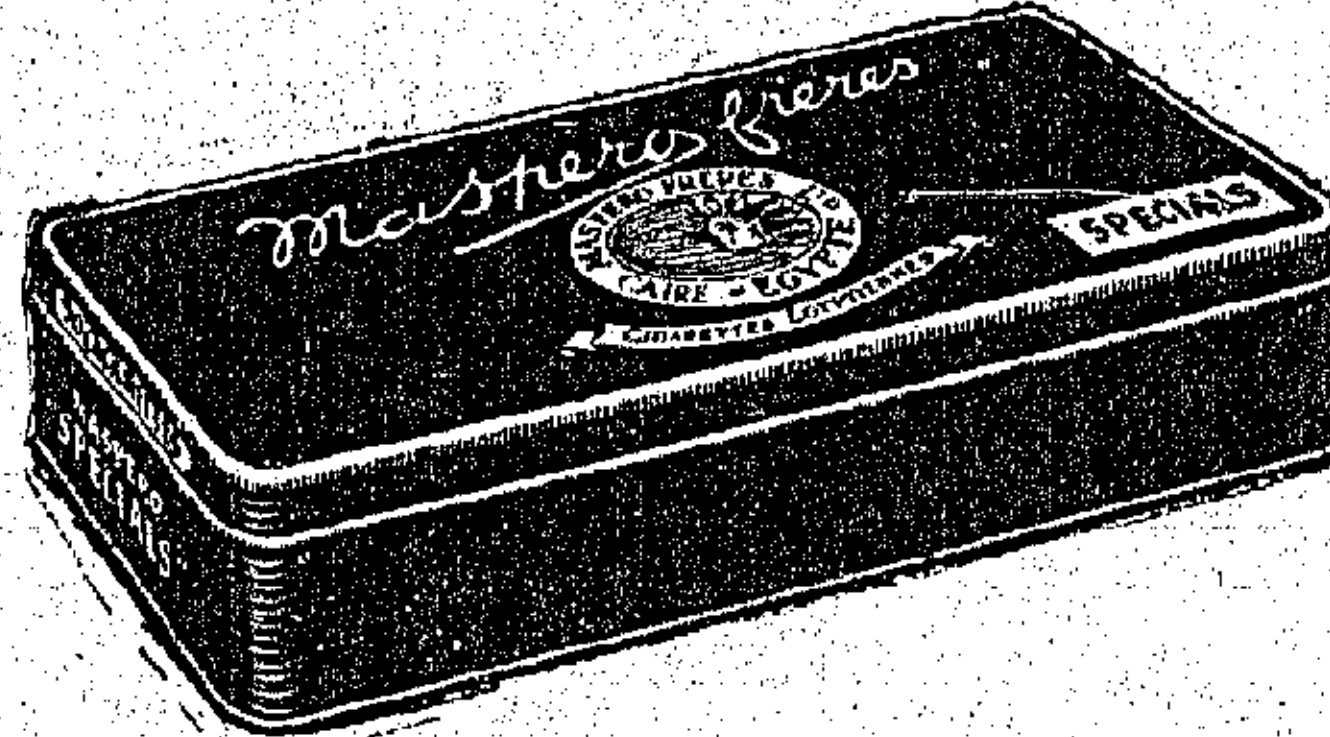
Hongkong, 25th June, 1913.

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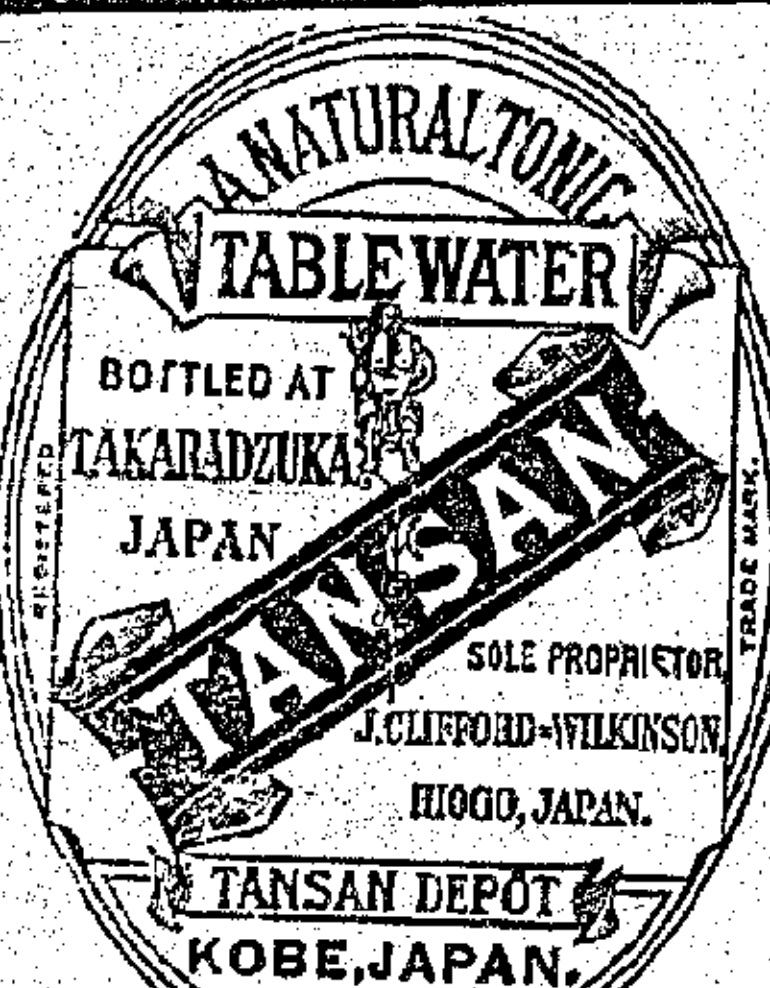
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